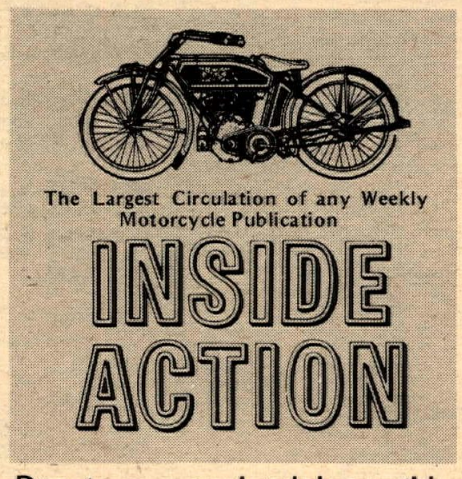
VOLUME VIII NUMBER 22 WEST June 15, 1971 PRICE THIRTY CENTS

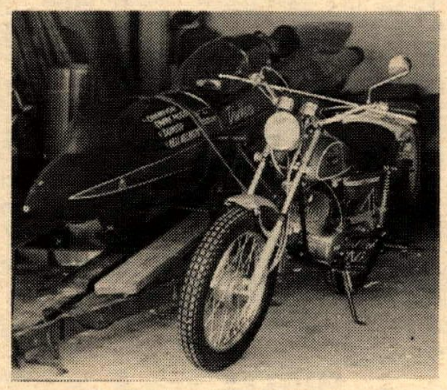
Cycle News

America's largest and most complete weekly motorcycle newspaper



Due to a press breakdown, this week's issue was late in appearing. The problem has been corrected and next week's issue will be out at its regular time.

The AMA National Circuit is now in full swing with its weekly National programs and most of the best Experts converged upon Louisville's Half-Mile track Saturday night for points and profit. A complete report on page 18. (Photo by Don Woods).



When Kel Carruthers won Road Atlanta's National awhile back, it opened up a lot of eyes. One individual was most instrumental in making this occur — Don Vesco. Read what the one-time World Land Speed Record-Holder has to say on page 24. (Photo by Dave Swift).

Motorcycle riding is artistic in itself — and it seems fitting that it has been incorporated in this unique sculpture by one of the West Coast's more talented artists. Made completely of welding rod and sheet metal, it was eight months in the making. Valued in excess of $1000, the piece is up for sale. Interested? If you are, be looking forward for a complete photo layout and interview with the creator — Next Week in Cycle News.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDER EDITOR, CYCLE NEWS Box 498, Long Beach, CA. 90801. CYCLE NEWS is not responsible for incorrect information.

TUE.-FRI., JUNE 8-11

BAJA 500, Ensenada-to-Ensenada. $275. Entries close 5/20. NORRA, 1616 Victory Blvd., Suite 200, Glendale, Calif. 91201. 213/245-1033.

MOVIES, "World of 2 Wheels". Free tickets from Champion Yamaha, 708 Sepulveda, Manhattan Beach, Ca.

WEDNESDAY, JUNE 9

SPEEDWAY, SRA Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking program. 213/793-1158.

ACA ST/TT. El Toro (Ca.)Speedwy, I-5 & El Toro Rd. $5 mail (6/7), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, JUNE 10

CMC MX, Ascot Pk., Gardena, Ca. $5 post. Nite. 213/323-9710.

ST/TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. Minis-250. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Nite. 213/862-0229.

FRIDAY, JUNE 11

½-MILE, Ascot Pk., Gardena, Ca., Nite. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $250 adults, $1.50 12-16, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. Class 'C'. 707/644-0741.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

SWAP MEET, Kiwanis and Key Club. L.A. Co. Frgnds, Pomona, Ca. Sellers $5, shoppers $1. 5-11 pm. Box 305, Cucamonga, Ca. 91730. 714/987-2018, 987-2912.

CUT OUT & SAVE
ASCOT
NEW LOW PRICES
RACING EVERY NIGHT
(EXCEPT MONDAY AND WEDNESDAY)
PASS TWO 50¢ Savings Per Person
Show this ad at the BOX OFFICE
FRI. 8:30 HALF MILE NATIONAL STARS CYCLES
100 M.P.H. ACTION
CRA SAT. 8:30 SPRINT CARS
OFFIES - FORDS - CHEVIES
BIG DIRT TRACK
SUN. 7:30 CRISS-CROSS STOCK CAR FIGURE 8's!
FUN FOR THE WHOLE FAMILY
THRILLS & SPILLS
10,000 SEATS
18400 S. VERMONT PLENTY OF PARKING
HARBOR & SAN DIEGO FREEWAYS IN GARDENA
CUT OUT & SAVE

SATURDAY, JUNE 12

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

SPORTSMAN ST, North Bay. Chris Beck Arena, Sonoma Co. Frgnds, Santa Rosa, Ca. Prac. 6:30. $2 adm.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 916/365-7753, 365-1709.

TT, Yuba-Sutter. Triple-M Rcwy. $2 ride/watch, Sign 5-7:30 pm. 'C' preferred. 916/743-4303 after 11 am.

SPORTSMAN ST, Sacramento Racing Assn. Folsom (Ca.) Rodeo Grnds. $2 ride/watch 'C' trac. Sign 5:30, Race 8. Silencers! 4555 Auburn Blvd., Sacramento, Ca. 916/481-6560.

SCRAMBLES, Rainier. On Hwy 507 betw. Yelm and Tenino, Wash. Sign 6:30 pm, race 7:30.

EUROPEAN SCRAMBLES, Arroyo Racing Assn. N. of Victorville, Bell Mtn./Stoddard Wells Rd. $4 post, 10 am. 714/883-0423.

PRO ½-Mile, Agajanian Enterprises, Inc. Corona (Ca.) Raceway. 8 pm, $1200 purse. Free parking. 714/735-1705.

MX SCHOOL, John DeSoto. Forest Glade Cycle Sports Park, Corpus Christi, Tex.

SAT. & SUN., JUNE 12 & 13

TRIALS, PNTA. Grangeville, Ida. School Sat., trials Sun. Box 131, Weston, Ore. 97886.

MX, Dirt Diggers. Rough Rider Cycle Park, Simi, Ca. Sat. Nov.; Sun. Am/Ex. Mail $3, Post $5. Novices mail to Nate Sciacqua, 7257 Brynhurst Ave., L. A., Ca. 90043. Am/Ex. mail to Jim Connolly, 206 Via Pasqual, Redondo Beach, Ca. 90277.

GRAND PRIX, Bay Mare Racing Asso. Jrs.; $5 mail, $7 post. Srs.; $8 mail, $10 post. $1000 purse. Box 371, Somis, Ca. 93066. 805/529-1872.

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross
AT
June 13th Carlsbad
20th Saddleback Park (Penton Series)
27th Carlsbad (Penton Series)
July 4th Osteen Park
11th Carlsbad
18th Saddleback Park (Penton Series)
25th Carlsbad (Penton Series)
$5 mail entry — $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 — sign-up closes 9:00 AM — racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

SUNDAY, JUNE 13

CMC MX, Carlsbad, Ca. $5 mail (6/8), $10 post. 10 am. Box 1042, Costa Mesa, Ca. 92626.

ST, El Dorado Co. Frgnds, Placerville, Ca. Entry $4, gate $2. "C" Trac.

BENEFIT MX, Na[illegible] Pokes. Limed from Hwy 29 and [illegible] Rd. Sign 8, race 11. 707/226-19[illegible] 4/91 Dry Creek Rd, Napa, Ca. CANCELLED

POKER RUN, Gustine. Sign at 9, Henry Miller Park, Gustine, Ca. Limed from Hwy 33. $2, 75 mi. Finish at Burger Hut.

BACK-TO-BACK EUROPEAN SCRAMBLES, Lost Angels & Viewfinders. Limed from Hi-Vista Store. 8 am. D-37 pts. 213/787-2692.

AFM ROAD RACE, Norton GP. OCIR, noon. $8 post, $3 gate. Free program/parking. 213/278-7236.

MINI-ST, MBWWRA. San Jose Frgnds. Use rear entrance. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

MRA MX, Carnegie Cycle Park, Livermore, Ca. All-Novice. 10 am. Mail $5, post $7.50. 396 Mathew St., Santa Clara, Ca. 95050. (408) 246-5660.

ROUGH SCRAMBLES, Sacramento Racing Assn. Campbell Ranch at Dixon, Ca. 11 am $2 ride/watch. 3 plates. 4555 Auburn Blvd., Sacramento, Ca. 916/481-6560.

SCRAMBLES, SCMC. 7800 Cienega Rd., Hollister, Ca. Sign 9, Race 11:30. 'C' trac. $2 ride/watch. 4-8/842-8888.

PRO ST, Hangtown Spdwy, Placerville, Ca. 2:30 pm, 'C' trac. $4 entry, $2 watch.

HRA TT, Huntington Beach (Ca.) Cycle Park on Talbert Ave. Sign 8:30 am. $2.25 entry. 714/246-6109.

AMA NATIONAL ROAD RACE, Bryar Motorsport Park, Loudin, New Hampshire. 100 miles.

MOVIES, "World of Two Wheels". Free tickets from Champion Yamaha, 708 Sepulveda, Manhattan Beach, Ca.

MX, HRA. 395 Cycle Park, Adelanto, Ca. Niguel Series. $5.50 post, HRA card req'd. Sign 8:30, race 10. General Delivery, Adelanto, Ca. 714/246-6109, 831-2117.

MX, Oak Creek Ranch. $1000 purse. $3 entry, adm. $2. 11 am. 10 mi. W. of Mojave, Ca. 213/376-4573.

Inglewood Fireman's Ass'n.
Benefit
motocross
Ascot Park
Wed. June 23
$500 PURSE TO EXPERTS
Prizes & Trophies to Jr.'s & Int.'s.
Gates open 4:30
First race 7:30
Post Entry $5
CMC sanctioned
CMC license required

americ an
cycle
ass ociation
presents
June 9—El Toro Speedway Short Track & TT
June 16—El Toro Speedway Short Track & TT
June 20 — Carlsbad Moto X & Road Race
For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA
NEW RIDERS, THE FIRST TIME OUT, ARE NOT CHARGED POST ENTRY

BENEFIT MX, Sage Hoppers. AMA. Limed from I-5 and Miramar Rd. & 395. $1 gate, $3 entry. 714/279-2488.

MX, Forest Glade Cycle Sports Park, Corpus Christi, Tex. $1000 purse. $5 mail, $6 post. Box 1457, Corpus Christi, Tex., 78403. 512/854-7975.

TRIALS, Plonkers, Saddleback Park. ATA sanct. Sign 9, start 10. All classes. Mufflers. 714/834-1011.

TT, Mesa. South Bay Spdwy, San Diego, C. I-5 south to Main St. off-ramp, follow signs.

TUESDAY, JUNE 15

SWAP MEET, Ventura Co. Frgnds. Frwy to Calif. Ave. & follow signs. Adm $1. Info: (213) 830-4040, 830-4041.

SPEEDWAY, SRA. Ventura Co. Frgnds. 8 pm. Golden State Speedway, Inc. 213/425-8575.

WEDNESDAY, JUNE 16

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Ca. 8:30 p.m. Free parking/program. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/17), $10 post. 7:30 p.m. 714/774-3222.

THURSDAY, JUNE 17

CMC MX, Ascot Park, Gardena, Calif. $5 post. Night. 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Calif. Nite. Info: 213/862-0229.

(Contined on page 30)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap — Trojan Speedway. Guaranteed $300.00 purse. Pre-entry fee $5.00. Post Entry fee $10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

EVERY FRIDAY:

AMA Professional Short Track races. Capitol Speedway, West Sacramento, Calif. Quarter Mile dirt track. Ph. 916-371-7492. Warmups 6:30, races 8 p.m.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY THURSDAY
CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry — 3 number plates. CMC license required. Pit gates 4:30 PM. First race — 7:30 PM. $400 purse, Experts — trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free. Entries close 6:30 PM.

J. C. AGAJANIAN Presents...
A.M.A. FLAT TRACK
Motorcycle Races
STARTING JUNE 12
THIS SATURDAY NIGHT 8:00 P.M.
CORONA RACEWAY
Adults $2.50, Jr's & Servicemen $2.00
8 to 12 $1.00, Under 8 Free — FREE PARKING

FROM GILMORE SPEEDWAY TO CAPITOL HILL

The Honorable Glenn Malcolm Anderson tells how it was, and is, with motorcycles, people and politics.

By Charles Clayton

"I made money racing motorcycles," the U.S. Representative from the 42nd Congressional District admits, gazing at the mid-distance with his powerful blue eyes, the eyes of a competitive creature, a racer's eyes. The congressman is relating the story of his youthful involvement in the action-packed world of short track, what we now call Speedway. "I made money and brought it home," Glenn M. Anderson, then known as Glenn Malcolm, emphasized. "I didn't go out and blow it, like most of the riders did."

Glenn Anderson was born in the bottom of a national depression. "It's hard to understand what a depression is like unless you've lived through one." He graduated from Inglewood, Calif., High in June of 1931 and couldn't get a job until Christmas, then only as a temporary messenger for two weeks during the rush. "The lowest messenger job was on foot," he explains. Next highest were the guys on bicycles and the best jobs of all were the motorcycle messengers." Glenn owned a bicycle and the company liked him, so they kept him on after the Christmas season and he worked his way up. Soon he purchased a Super-X for $60 and won a promotion to the elite corps of motorcycle messengers.

Meanwhile young Anderson had become somewhat of a nuisance to the local fuzz. As a messenger his mission was to get the message delivered fast and not get caught. If this entailed losing the local motorbike patrolman on some of the cross-country terrain that connected parts of Los Angeles before the whole county got paved, it couldn't be helped.

Police were different back then. Three of the local cops happened to be fans of the then-popular short track racing. They reasoned that talent like young Anderson's should have a better outlet than unsanctioned races with the black and white. They laid out a 1/5 mile track on a baseball diamond, as

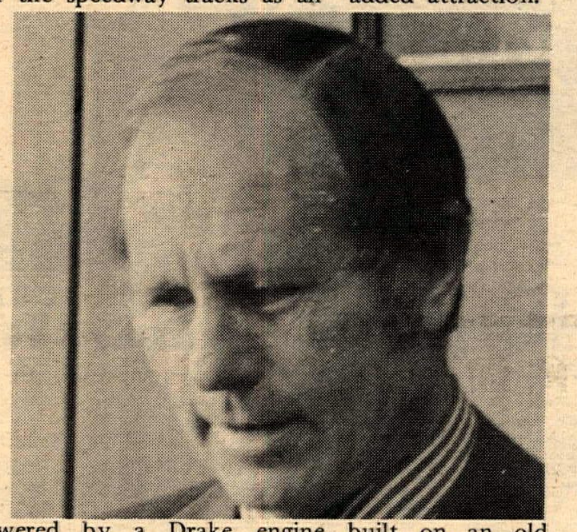
The Honorable Glenn Anderson demonstrates his speedway style.

"I know every automobile dealer in my district by name...I've only met one motorcycle dealer and I can't recall his name just now."

was the custom then, and invited him there to practice. Soon the three cops and the young speedster were convinced that the kids was good enough to enter the races.

"I'd never seen an actual race until after I signed up that first night," sayds Anderson, his eyes going wide with recollected fear. "They were going through turns leaning on each other's knees! But I was committed, so I went through with it. I never became a top line rider like Lammy Lamroreaux or the Milne brothers. I was better as a manager than as a racer." He bought two new Crocker short track racers from the Los Angeles factory and sponsored Sid Chambers and Manuel Trujillo on them.

Anderson soon quit his messenger job and opened a one-pump gas station in Hawthorne with his winnings. His mother manned the pumps whenever Glenn was off racing, driving an old Buick with the Crocker bikes in the spare tirewells as much as seven times a week. He maintained the bikes at the station and invested his winnings in the business. His reputation as a racer brought him a lot of tune-up and repair work — cars as well as cycles. Soon he had a thriving, 24-hour gas station, auto parts and repair service going. Meanwhile a new device had appeared on the speedway tracks as an "added attraction."



Powered by a Drake engine built on an old Harley-Davidson lower end, the thing had four wheels, like a midget-ssize race car. Nobody could see any future for the "Drake Shakers," or "midgets" as they came to be called. But the days of short track in America were numbered.

"Audiences could identify with four-wheeled racers, where they had nothing in common with the motorcycles," Anderson explains. Crowds diminished and speedway tracks folded as the midgets began to rule.

Finally a promoter put together a series in Australia for the hungry speedway stars and Anderson decided to hang it up. "I wasn't hungry enough," he explains; he had a going business to tend.

In the final years of the depression things went extremely well for young Anderson. He became famed as a mechanical diagnostician who could tell what an engine needed just by listening to it run. He had three truck distributing products to service stations in the area and he took on a couple of car dealerships — all before his 25th birthday.

During this time some friends persuaded him to run for city council, much in the same way his policemen friends had set him up for motorcycle racing. Anderson ran, and was defeated by 18 votes. His competitive spirit was aroused. Next time he ran, he was elected overwhelmingly, and the City Council followed the mandate by naming him Mayor. At 25 years of age, Glenn M. Anderson had become the youngest mayor in the world.

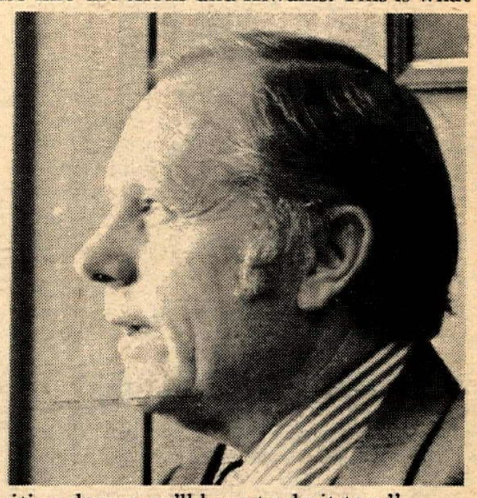
Having a business that ran itself and a devotion to public service, Anderson next tried for a State office and was defeated. Out of a job with a long time before election, Anderson didn't know what to do. "Why don't you run for the Democratic Committee?" a friend suggested. Anderson didn't know what that was, but was elected anyway and found himself on the inside of Democratic Party politics. He was elected to the state Assembly in the following election, but by this time World War II was in full swing. He gave up his legislator's deferment and enlisted as an Army Private, selling his business at a loss.

That, except for the recent purchase of a couple of Honda Trail 90's, was the last time that the world of motorcycling touched the world of Glenn Anderson. Today, he seems both proud and apologetic for the role motorcycling played in his past. I asked him about this apparent dichotomy. He was thoughtful for a moment before he answered. "In the realm of public relations," he replied, "motorcycle people have somehow missed... This is something we will have to cure ourselves," he said. "You need to identify the doing of good things with motorcycle people."

The Congressman is aware of the need for places to ride. "This is a big country," he points out. "There is still plenty of room for every need." He has worked on obtaining Camp Irwin in the Mojave Desert from the federal government for an off-road recreation park. "But I don't want to be identified in the conservative community that I serve as a spokesman for Hells Angels and the like," he cautioned. His family is not proud of his motorcycle racing background, either.

Pressed for suggestions how we can "cure" ourselves of this poisonous public image, the Congressman leafed through a copy of Cycle News that I had given him. "Well here's what I mean. Everything here says 'action, excitement.'" Why don't you do a special edition showing motorcycling in a setting of more repose? Get in the press by community service — always volunteer to help. Participate in parades, community cleanup campaigns. When there is a Republican or Democratic Party convention, appear and tell motorcycling's side of it. Volunteer to help in community projects...not just as citizens, but as motorcycle enthusiasts. Join service clubs like the Lions and Kiwanis. This is what your opposition does; you'll have to do it too."

"Get in the press by community service -- always volunteer to help. Participate in parades, community cleanup campaigns."



I mentioned that many motorcyclists do participate in community and church activities and do all these things, but seldom let it be known that they like motorcycles. Dealers and distributor personnel say they are in the "motor" business when pressed for what they do, as if ashamed of it. The Congressman reckoned that was probably so. "I know every automobile dealer in my district by name," he remarked. "See them all the time. I've only met one motorcycle dealer and I can't recall his name just now."

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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TIME WAS TIGHT

The first page of your June 1 issue was regarding AB 2985 "Snowmobile & Off-Road Vehicle Act of 1971" wherein Russ Sanford urged us to write our representatives in Sacramento urging them to vote against same. In this article, it was mentioned that the committee hearing would be May 26, 1971 — I did not receive Cycle News until May 27th!!!

In the legislative guide furnished by M.O.R.E. under "Letterwriting Tips" the first suggestion reads, "Make certain that your letter is timely. Write when the legislation is pending in committee."

I did write immediately to my representatives — I only hope that it was NOT too late.

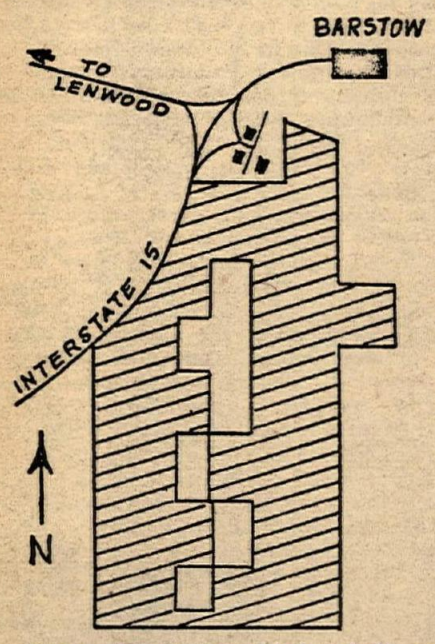
Isn't there some way to inform us a little sooner, next time???

MRS. F. E. CUNDIFF
Los Angeles, Calif.

It would appear that they tried to sneak this one by us. The bill was supposedly written two months ago but was "unavailable" until one week before the committee meeting because it hadn't been printed yet. We went to press two days prior to the hearing with the paper mailed a day later! In other words, we know exactly how you feel. However, the response still was able to shake up a few people in Sacramento as the bill was amended but more letters are still needed. A report on what's happening appears in the MORE column on the next page...Ed.

DESERT RIDING AREA

A 15,000 acre area of Barstow has been made available by our City for off-road recreational vehicles. This site is immediately available for use by all cycle clubs. Additionally, all types of services, i.e., gas, food, lodging, police and medical, are available within minutes of the site at Barstow.



The enclosed is provided to indicate the exact location of the area should you be gracious enough to publicize it. The center portion (in white) is private property and off-road vehicles may use that portion indicated by diagonal lines.

GEORGE F. BRUTON
Manager
Barstow Chamber of Commerce

A QUESTION OF DISTRICTS

This letter is in regard to Margaret Earnest's complaint about me riding Junior when I hold a District 35 Expert card.

First, I would like to explain how I obtained this classification. I began racing November, 1969. In June of 1970 I was given an Expert card after having won only two races in District 35. In District 37 I have yet to win a race, and I believe I am an honest Junior.

I firmly believe that District 37 has the right idea, since they don't have you racing with the Big Boys until you start winning and placing high on a "regular basis".

Mrs. Earnest, if I may be so kind as to tell you; you would do a lot better to rap Red Owen and the District 35 rules than me.

"J.C."
Santa Barbara, Calif.

BAD START IGNORED

I have just returned from the May 23rd MX races held at Bay Mare, sponsored by the Side Hack Association for District 37 points. I feel that one of the motos was unjustly allowed to continue. At the time, I reported it to the Bay Mare officials and they agreed with me, but they said that they could do nothing because the Side Hack Association was handling the races for that day.

I then went to the Side Hack officials and was rudely told they didn't intend to do anything to correct the situation. I informed them that I intended to report it to the AMA. The official in charge said "go ahead". The details are as follows:

It was the 2nd 25 minute heat of the 250cc Novice class 1st division. Most of the riders are accustomed to a flagman starting the race, however, today they were using starting lights. The riders were lined up, motors racing, ready to start. The amber light flashed signaling to get ready. Fifteen to twenty riders took off, at which point some riders realizing they had "jumped the gun" started to back up, still others started to turn around; the riders who remained on the line couldn't decide what to do, as confusion prevailed. Then the green light flashed signaling the start of the race.

My point is, I considered it an unfair start and thought the heat should have been restarted to give all the riders an equal chance. The Side Hack Association did not give a valid reason for not restarting the race, they preferred to ignore the whole matter. I realize the race cannot be rerun, but I do think the Side Hack Association should be cautioned against further actions of this nature. I don't think the AMA would sanction an unfair race, right or wrong? I would appreciate a reply.

MRS. O.F. SPECHTENHAUSER
Thousand Oaks, Calif.

VIEWFINDER'S ANSWER

We, the Viewfinder Team, would like to clear the air and explain our disqualification in the Shamrock's Enduro.

We have been riding as a B team for three years, and in our mail in entry we were all B riders. At sign in Saturday, Dick Chase was notified by the sign in lady he was now an A rider, but that it would not effect our scoring as B riders. We made a definite point of checking this out.

Now District 37 disqualifies us for riding with and taking advantage of our A rider, who by the way has never been officially notified that he is an A rider yet by District 37.

The Shamrocks are a great club and put on a fine enduro, but without clear and positive laws and policies to follow, none of us will know where we stand.

ROBERT JANSEN
TOM CARRANZA
DICK CHASE

BARSTOW-TO-VEGAS

I have a vacation coming up in November and would like to ride the Barstow to Vegas run. Can you tell me which club puts this on, so I may contact them?

R.C. LITTLE
Ukiah, Calif.

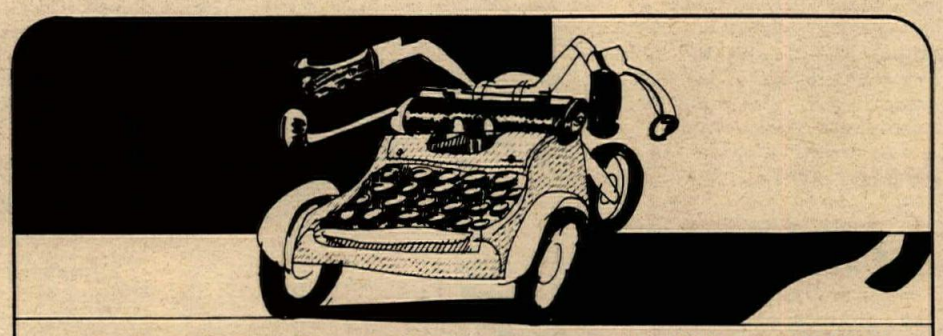
It's sponsored by the San Gabriel Valley M.C., P.O. Box 813, El Monte, Cal. 91734...Ed.

QUACK, QUACK!

You have to be putting us on! We see all these various "Quack! Quack!" signs at the desert events and in your paper and other publications' advertising sections. We heard a rumor that Wallis Weatherwax is a factory rider for a British firm and that Desert Duck stands for the name of a new four-stroker that is going to clean up the desert. Is there any truth to all this? Does a Wallis Weatherwax really exist? Someone's pulling our leg.

CURTIS LEE FOSLEY
(no return address)

We have been receiving little blurbs here and there and everywhere questioning the advertisements you discuss, Mr. C. L. Fosley (if that really is your name!), including a phone call recently from Mrs. Wallis Weatherwax (yes, Virgina, there apparently is a Wallis Weatherwax) and she puts it this way. "Who is it? Who has been placing those ads? We've questioned all of our friends and nobody seems to know who it is. The Desert Ducks is just a group of our friends who ride motorcycles." Well, it seems to be coming to a head and we have a faint suspicion that one "Curtis Lee Fosley" may be the culprit — that is, of course, the placer of the advertisements (who always pays cash with no name or return address) has decided to bring him into the affair as well. Meanwhile, hats off to Mr. Weatherwax, who, as his wife says, is taking this very well — that is, come to think of it, if she actually was his wife. Hummmmmm...Ed.



VOICES OF THE WEST

HOW TO MAKE A WORLD CHAMPION

In talking with avid enthusiasts, reading your Letters to the Editor column, and in general motorcycle circles, there is a great amount of talk about having a future United States rider become Champion of the World in motocross.

The AMXT has done an admirable job in soliciting funds the financial support of an American team who will be touring Europe this year representing our country. I have to agree with John Stein in your June 1st issue, that the riders being sent to Europe under AMXT auspices are hand picked riders, and that perhaps an elimination contest should be held to determine who really deserves the public support for representing all of us in Europe. Believe me, I am not taking anything from Barry Higgins, Bryan Kenney, and especially Bob Grossi. They are all tremendous competitiors and will represent their country well. But are they the best possible team to send to Europe? Many people don't think so.

I hope that in the future the AMA can organize an official American team, to be decided by results throughout the year, or based on qualification rounds. True, not all top professional motocross riders ride AMA events, but I feel with the way the AMA has handled motocross so far since being the FIM delegate, that they are doing a fine job. $30,000 guaranteed purse for the Summer Inter-AMA series is one indication of this. If the AMA can get on the ball next year regarding an official U.S. team, I feel it will still be easy to get donations from the public, but this time in the form of a $7.00 AMA membership, which, besides helping select a real team, will qualify the donor to participate in sportsman events an enjoy other AMA benefits.

That kind of covers this year's team to Europe andsome hope for next year's team. But what about the future, three to five years from now, when the now promising youngsters will be experienced and mature enough for such an opportunity? Well, I feel that they are at a great disadvantage with the way local promoters and clubs are running motocross today, especially in Southern California.

First of all, almost all events are for three 20 minute motos. If the entires are excessive, these motos become 5 laps instead of 20 minutes. The reason of course, is obvious, to try to let everybody race. But believe me, this will not provide an American World's champion.

You must understand the Europeans approach to motocross. All of the top European stars are completely dedicated to their sport. They ride and work out daily. They eat the right foods, usually under a dietician's guidance, they run and swim daily, they ride for hours each day, and they are mentally prepared for the battle.

We, as Americans, are not that dedicated to our hobbies, except of course for a few professionals like Jack Nicklaus, Jim Ryan or the like. We have many young men who do take motocross seriously and undergo rigorous training and conditioning. But the sad part is they only race, under actual race conditions, for approximately one hour a week.

I hope soon, and the sooner the better, all of the clubs realize this and start running longer motos. Perhaps three 30-minute motos, or even 2 40 minute motos. The actually racing time is about the same, however, the total days card doesn't take as long as some promoters think, because you have fewer motos to run, hence, less time getting the races off, clearing the track, etc. During the last Inter-Am this was very obvious that this is what the top American riders needed. Race after race, I witnessed American riders running in the top 7 or 8 spots against the Europeans, only to tire after 20 minutes. 20 minutes is just when the Europeans are getting their second wind and going strong. The 250cc Grand Prix of Poland just a couple of weeks ago had two 50-minute motos. Can you imagine any American rider going 50 minutes under that physical and mental strain?

We will be rooting for the AMXT team when they go to Europe this fall, and continued success to Bryan Kenney in National local events. But my heart is with a young man named Brad Lackey, who is the only American rider competing for the World's Championship in motocross, and with no fanfare. Brad has a full CZ factory contract including a van, a work's bike, a practice bike, a mechanic, full spare parts, a nice apartment and a good income. Brad so impressed the CZ factory people when they were in the U.S. that they almost signed him to a

(Please turn to page 9)

m.o.r.e. from the capitol

By Russ Sanford

DIRT-BIKE REGISTRATION

In our last column, we reported on AB 2985 (Z'berg) by printing the Bill in its entirety. I hope that article erased any doubts you might have had about the type of legislation which a great many persons would like to see 'shoved down our collective throats'.

There have already been many letters written by motorcyclists who are incensed over AB 2985. But that's not enough. We need a letter from every dirt-rider in the state, just to let them know that we are a force which should not be trifled with.

During the hearings on Wednesday, we were able to exert enough pressure to have all actions on AB 2985 shelved for three weeks. AB 2985 has already been amended but it is still totally unsuitable and we are working with the author trying to convince him of the need for further amendments.

In the meantime, we have presented 'our' Bill (AB 2342) and it has been generally well-received. Of course, it has been shelved for three weeks also and we are in the process of making various amendments, such as:

1. An amendment to state that "off-road motorcycles (except those used in sanctioned competition) must be equipped with a muffling system which does not create excessive or unusual noise. This is in contrast to AB 2985 which stipulates unattainable decibel ratings.

2. As you will recall, AB 2342 provided for registration and identification of off-road vehicles at a fee of $10 every two years, with up to $5 going to the DMV for administration and the balance to be used to build motorcycle and mini-bike parks. Most of our members have written to state that they are willing to pay more but I have held the fee to $10 until now. Most of us have been paying personal property taxes on our non-registered motorcycles but some have not claimed them. It occurred to us that in the future, counties could obtain listings from the DMV of the formerly non-registered motorcycles and send the owners a tax bill on the personal property. The amount would vary by value and age and by county, but it could be from $5 to $25 annually. With this in mind, we are amending AB 2342 to increase the fee to $15 every two years. An amount up to $5 will go to the DMV for administration; an amount of $4 (or $2 annually) will go to the county in which you reside in the form of an in lieu tax; and the balance of $6 (plus) will go to the park-building fund. The $2 per year in lieu tax will prevent the county from taxing your motorcycle as personal property and should save you a great deal of money. If you're one of the "cheaters" who hasn't been paying your taxes, you're out $2 per year (but now legal).

NOISE

As reported in this column earlier, we are faced with 18 separate Bills aimed at motorcycle noise. Hearings were held on most of these Bills two weeks ago. As of this time, it appears that legislation will be passed to make the manufacturers reduce the noise-emission levels for new on-road bikes to about two decibels lower than present, starting with 1974. Also, new off-road bikes manufactured after 1974 will probably be reduced to 88 or 86 dbA.

We are proposing that existing legislation which prescribes noise-emission levels for operation be revised so that a motorcycle may be operated at the level which was in effect at the time of manufacture. Current laws, on the books, require operation of motorcycles at levels which are lower than the levels in effect at time of manufacture.

Also, as mentioned earlier in this article, we are proposing no decibel ratings for operation of off-road motorcycles. Instead, we are recommending legislation which prohibits 'unusual and/or excessive noise'.

IT'S UP TO US

During this next year, we are going to have to prove that we can comply with a law which merely prohibits unusual or excessive noise. If we don't, we will be stuck with prescribed decibel ratings and sound tests which will kill the sport of motorcycling. So, if some of you are already thinking that you came beat such a law because "who is to say what is 'unusual or excessive'?", cool it!

If you still don't know how to write a letter to your elected representatives, or even who they are, ask for one of our free Legislative Guides. Send a stamped, self-addressed envelope to M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

SILENT TIMES

A resolution to the competition committee was unanimously passed by the body of the sports committee that all bikes competing in Dist. 37 events shall use an effective silencer. Beginning Aug. 1, 1971, all riders in the district must use silencers with clubs so advertising on posters.

REFEREE'S ASSN. INCORPORATES

The District 36 Sports Committee was designated by the commissioner to draft a constitution and by-laws for the purpose of incorporating the District 36 Referee's Association as a non-profit organization with the State of California.

EDITORIAL

Junior Pros Not Wanted

By John Bethea

In an attempt to cater to the Junior riders — the bulk of the competition riders who pay the entry fees at their events — some clubs and organizations have been staging "All-Junior Days" to, as they put, "pay them back for all they've done for us."

This is appreciated by the Juniors, as it should be. It has created more publicity for the otherwise unpublicized Juniors and has given them a show of their own of which they are the stars. It's the current trend because it pays off in rider attendance, which in turn draws in family members as spectators.

We take no opposition to this trend; in fact, we applaud its continuation because it gives the young riders more and better competition which results in more and better Expert competitors.

However, in an attempt to draw more and more Juniors to their events, some organizations — clubs included — have offered "cash purses" to top-placing finishers. This seems very tempting to an unsuspecting 14-year-old who eyes $25 or $50 as a gold mine.

But what this does is actually shame the sport; it makes professionals out of young people who aren't aware of the consequences of their actions. And what are those consequences?

The biggest and most overpowering is that once he has competed for cash — not contingency or trophies — but cold, hard cash, whether he's collected any or not, a rider is automatically classified as a professional. Like a convicted criminal, he's marked for life. It means when he attempts to compete for his school in interscholastic sports, he can be barred from the team because "he's a professional." Amateur sports could be close to him forever if it were found out that when he was an early teenager he competed for "cash." Jim Thorpe suffered this fate.

It also means that his outlook on the sport has been changed. He will no longer be racing for the thrill of racing — he'll be racing for money and we've all seen how a person can change when money is involved.

Our point is obvious. Promoters, organizations and clubs who attempt to draw amateur riders by offering "cash" as an inducement, should be avoided, boycotted and rejected as harshly and rapidly as possible. What may seem like a good thing at the time may have repercussions of which an un-suspecting Junior never dreamed.

Who to Write...

Proper form of address:

The Honorable John Doe
California State Senate
State Capitol
Sacramento, Calif.
95814
Dear Senator Doe:

The Honorable John Hancock
California State Assembly
State Capitol
Sacramento, Calif.
95814
Dear Mr. Hancock:

Also note that in matters pertaining to city ordinances, etc., write only to your city council; if the matters are county, write county officials. These are your state representative. Clip out this listing and save it for future reference.

COUNTY	ESTIMATED M/CYCLISTS	SEN. DISTR.	SENATOR	ASSY. DISTR.	ASSEMBLYMAN
Alameda	70,422	8	John W. Holmdahl	13	Carlos Bee
"		11	Nicholas C. Petris	14	Robert W. Crown
"		14	Clark L. Bradley	15	March K. Fong
"				16	Ken Meade
"				17	John J. Miller
Alpine	32	3	Stephen P. Teale	6	Eugene A. Chappie
Amador	1,229	3	Stephen P. Teale	6	Eugene A. Chappie
Butte	12,160	2	Fred W. Marler, Jr.	4	Ray E. Johnson
Calaveras	1,053	3	Stephen P. Teale	6	Eugene A. Chappie
Colusa	1,283	2	Fred W. Marler, Jr.	4	Ray E. Johnson
Contra Costa	40,192	7	John A. Nejedly	10	James W. Dent
"				11	John T. Knox
Del Norte	2,458	1	Randolph Collier	1	Pauline L Davis
El Dorado	4,339	3	Stephen P. Teale	6	Eugene A. Chappie
Fresno	27,808	15	Howard Way	32	Kenneth L Maddy
Glenn	2,634	2	Fred W. Marler, Jr.	4	Ray E. Johnson
Humboldt	10,141	1	Randolph Collier	1	Pauline L Davis
"				2	Frank P. Belotti
Imperial	4,944	40	James R. Mills	75	Raymond T. Seeley
Inyo	1,853	15	Howard Way	6	Eugene A. Chappie
Kern	39,789	18	Walter W. Stiern	28	Kent H. Stacey
"				29	William M. Ketchum
Kings	5,277	18	Walter W. Stiern	21	Gordon W. Duffy
Lake	2,150	1	Randolph Collier	4	Ray E. Johnson
Lassen	1,792	3	Stephen P. Teale	1	Pauline L. Davis
Los Angeles	555,181	19	H. L Richardson	38	Carley V. Porter
"		21	John L. Harmer	39	James A. Hayes
"		22	Tom Carrell	40	Alex P. Garcia
"		23	Lou Cusanovich	41	Jim Keysor
"		25	Robert S. Stevens	42	Bob Moretti
"		26	Anthony C. Beilenson	43	Carlos J. Moorhead
"		27	(vacant)	44	Mike Cullen
"		28	Alfred H. Song	45	Walter J. Karabian
"		29	Mervyn M. Dymally	46	Robert G. Beverly
"		30	Lawrence E. Walsh	47	Frank Lanterman
"		31	James Q. Wedworth	48	David A Roberti
"		32	Ralph C. Dills	49	Peter F. Schabarum
"		33	Joseph M. Kennick	50	William Campbell
"		35	James E. Whetmore	51	Jack R. Fenton
"		37	George Deukmejian	52	Floyd L. Wakefield
"				53	Bill Greene
"				54	John L. E. Collier
"				55	Leon Ralph
"				56	Charles Warren
"				57	Charles J. Conrad
"				58	Harvey Johnson
"				59	Alan Sieroty
"				60	Paul Priolo
"				61	Henry A. Waxman
"				62	Newton R. Russell
"				63	Yvonne W. Brathwaite
"				64	Robert C. Cline
"				65	David C. Pierson
"				66	Joe A. Gonsalves
"				67	L. E. Townsend
"				68	Vincent Thomas
Madera	3,280	15	Howard Way	33	Ernest N. Mobley
Marin	14,771	4	Peter H. Behr	7	William T. Bagley
Mariposa	538	15	Howard Way	6	Eugene A. Chappie
Mendocino	5,098	1	Randolph Collier	2	Frank P. Belotti
Merced	6,966	15	Howard Way	31	Frank Murphy, Jr.
Modoc	646	3	Stephen P. Teale	1	Pauline L. Davis
Mono	458	15	Howard Way	6	Eugene A. Chappie
Monterey	16,659	17	Donald L. Grunsky	34	Bob Wood
Napa	6,390	4	Peter H. Behr	5	John F. Dunlap
Nevada	2,467	3	Stephen P. Teale	6	Eugene A. Chappie
Orange	123,027	34	Dennis E. Carpenter	35	John V. Briggs
"		35	James E. Whetmore	69	Kenneth Cory
"				70	Robert H. Burke
"				71	Robert E. Badham
Placer	10,115	3	Stephen P. Teale	6	Eugene A. Chappie
Plumas	1,267	3	Stephen P. Teale	1	Pauline L Davis
Riverside	45,891	36	Gordon Cologne	74	W. Craig Biddle
"				75	Raymond T. Seeley
Sacramento	55,859	5	Albert S. Rodda	3	Leroy F. Greene
"		6	Alan Short	8	Walter W. Powers
"				9	Edwin L. Z'berg
San Benito	1,635	17	Donald L. Grunsky	31	Frank Murphy, Jr.
San Bernardino	71,126	20	William E. Coombs	35	John V. Briggs
"		36	Gordon Cologne	72	John P. Quimby
"				73	Jerry Lewis
San Diego	124,986	38	Clair W. Burgener	76	Pete Wilson
"		39	Jack Schrade	77	Wadie P. Deddeh
"		40	James R. Mills	78	E. Richard Barnes
"				79	Peter R. Chacon
"				80	John Stull
San Francisco	32,714	9	Milton Marks	18	Willie L. Brown, Jr.
"		10	George R. Moscone	19	Leo T. McCarthy
"				20	John L Burton
"				23	John Francis Foran
San Joaquin	22,109	6	Alan Short	12	Bob Monagan
"				30	Ernest LaCoste
San Luis Obispo	10,480	17	Donald L. Grunsky	29	William M. Ketchum
"				36	W. Don MacGillivray
San Mateo	41,229	12	Arlen F. Gregorio	26	Dixon Arnett
"				27	Leo J. Ryan
Santa Barbara	21,949	24	Robert J. Lagomarsino	36	W. Don MacGillivray
Santa Clara	70,560	13	Alfred E. Alquist	22	Richard D. Hayden
"		14	Clark L. Bradley	24	John Vasconcellos
"				25	Alister McAlister
Santa Cruz	10,979	17	Donald L. Grunsky	31	Frank Murphy, Jr.
Shasta	7,603	2	Fred W. Marler, Jr.	1	Pauline L. Davis
Sierra	144	3	Stephen P. Teale	1	Pauline L. Davis
Siskiyou	3,798	1	Randolph Collier	1	Pauline L. Davis
Solano	12,950	2	Fred W. Marler, Jr.	5	John F. Dunlap
"		4	Peter H. Behr		
Sonoma	17,219	1	Randolph Collier	2	Frank P. Belotti
"				7	William T. Bagley
Stanislaus	16,282	3	Stephen P. Teale	30	Ernest LaCoste
Sutter	4,253	2	Fred W. Marler, Jr.	4	Ray E. Johnson
Tehama	3,424	2	Fred W. Marler, Jr.	1	Pauline L Davis
Trinity	1,142	1	Randolph Collier	1	Pauline L. Davis
Tulare	16,480	15	Howard Way	21	Gordon W. Duffy
"				29	William M. Ketchum
Tuolumne	1,632	3	Stephen P. Teale	6	Eugene A. Chappie
Ventura	31,194	24	Robert J. Lagomarsino	37	Ken MacDonald
Yolo	8,579	2	Fred W. Marler, Jr.	4	Ray E. Johnson
"				9	Edwin L. Z'berg
Yuba	4,138	2	Fred W. Marler, Jr.	6	Eugene A. Chappie

Grant, Grossi Grab Bay Mare Green Backs

By Chuck Ferguson

BAY MARE, SOMIS, CAL., June 6, 1971 – One often wonders where in the hell so many fast riders come from! Today's overcast skies brought some of California's finest riders to Bay Mare challenging fellow competitors for ego boosts and greenbacks.

Starting with the 125 Novices, Div. 1 was Hueneme Cycle's Larry Burgess and David Kolbe going 60 minutes of racing with a possible 10 yards of dalight between them for the three-moto day.

Div. 2 was Danny Wade (lucky duck and all) working off two bad starts and managing a 3rd overall behind a meaningful Jim Cooke and Bob Popa.

125 Am/Ex. was a see-saw with Rueben Benites squeeking out Gene Cannady for a first – and, first riding as an Expert, Ken Zart third overall.

The 250 Novices was all Bob Fortier, with Simi's Steve Rawson aiming his new "Naguchi-Yamaha" for two seconds and a flying first. Rawson allowed this writer a test-fly on his bike and the only comment describing the newcomber's potential is that on the straight-aways, an oxygen mask pops down from your helmet.

Slipping into the 250 Am/Ex. class, one found Doug Grant piloting his AJS to another overall win with the likes of Steve Scott and the unreal Bob Grossi always within a snake's-tongue reach of him.

One spectacular highlight was when Scott, coming down the steep Expert hill, over-shot a corner drop-off and nearly unloaded; a quick recomposure allowed the lead for an additional lap and then Doug Grant, thinking of the old axiom about the "shortest distance between two points was a straight line", purposely took the "Scott mistake line" and catapulted off the mountainside and dropped into first place. From then on, all Expert riders picked up the aerobatics and gave the crowd a remarkable display of sky-cycling.

One must mention a 500 Novicer, Andy Cadotte mounting his new Suzuki-Cyclone; after taking two exciting fourth places, Andy said he would win or crash. At the drop of the flag, one had no doubt that Cadotte's prediction would fulfill itself. He took the start hill and led to the checkered cloth and although wiring to a photo-finisher, he brought home his first motocross victory ever and some meaningful 2nd overall brass.

The day's climax was Bob Grossi pointing his Husky to an impressive clean-sweep after being co-erced by Cary Chaplin's Maico.

Next weekend, Bay Mare puts together their first Grand Prix of the year offering a $1000 cash purse for Experts and brass to Novices. Course will be on the winding hilltops of Bay Mare's canyons which offer a handful to any calibre rider. 125cc-250cc Novices and 125 Experts will go on Saturday and 500 Novice, 250 and 500 Experts on Sunday.

(Results on page 28)

Ago at Ontario?

WORTHINGTON, OHIO, June 2, 1971 – "There has been nothing officially sent through our office," stated AMA official Bill Boyce today in regards to a rumor being circulated that the great Italian Road Racer Giacomo Agostini may ride the 200-Mile AMA National at Onatrio, Calif., Oct. 16-17.

"It's not impossible, however" he quickly added. "Since this is our first year in affiliation with the FIM, we are still trying to work out a way to get International sanctioning for our National events.

"England has passed a 750cc limitation rule to comply with our standards and we have passed a Speedway-scratch race rule to comply with theirs so that we can get more International events. But, until the FIM changes its 500cc limitation to 750cc, we cannot get the Internation sanction – and the only way Agostini can ride at Ontario is through an FIM sanction."

Boyce also added that the Italian MV rider could also qualify for an AMA license if he "sets up permanent residence in America, but with his European commitments and the like, this seems doubtful."

Bob Grossi shows smooth form at Bay Mare.

HRA OPENS HALF-MILE AT 395 CYCLE PARK

By Woody Schamel

ADELANTO, CAL., June 6, 1971 – The riders who attended HRA's new half-mile event were given a free ride on the new oval and a first place trophy for their win. For a track that was installed in a few days, this writer feels they have a course for the hot shoes to try their ability upon.

Ed Mitchell, who looked very good, rode the sweepers full-locked land feet-up several times, getting the win on a 125 Yamaha. Mike Laney, on a Hodaka, ran very fast and close second place Carroll Heiland came through with a very good show and the win. After his run at Ascot Friday night he was charged to ride in the 250 class on his Bultaco.

Richard Sweany still shows the way home on his Kawasaki and he surprised many with his ability to stay out in front of the 100 Expert TT class. Mike Laney ran a smooth second. Earl Roloff picked up the win against Mitchell in the 125 TT Experts.

Gary Kaufield, a very much improved young rider was first in the 125 TT Novice.

(Results on page 28)

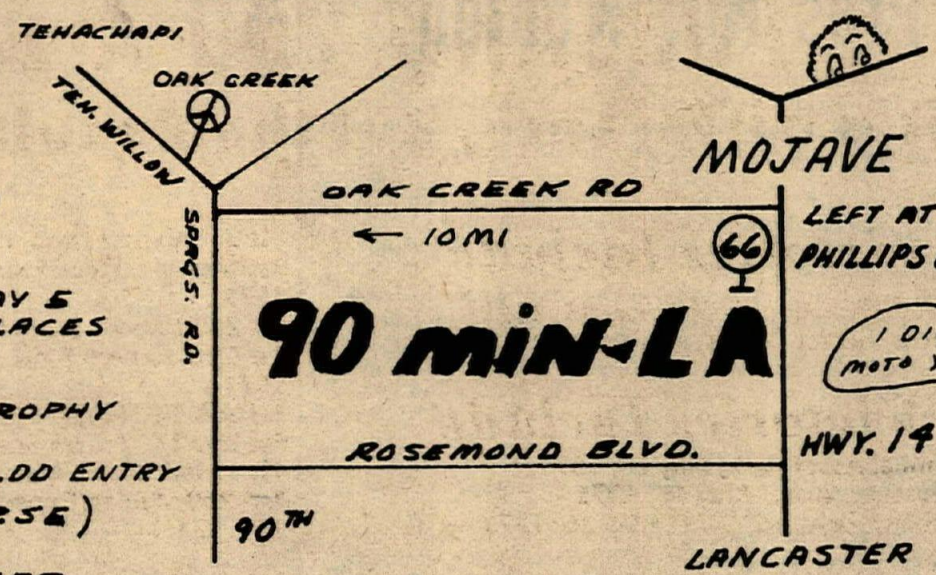
BIKINI CLAD FINISHER!

100% VIEW NO DUST!

$1,000 CASH & TROPHIES

MOTO X ON NEW COURSE!

AT OAK CREEK RANCH



ADM. $2.00 ENTRY $3.00

PURSE

OPEN SR. $200
250 SR. $200
125 SR. $150
> PAY 5 PLACES

POWDER PUFFS – 2 FT TROPHY

MINI ENDURO CLASS $ 2.00 ENTRY
(UNDER 14 – FULL COURSE)

ALL JUNIOR CLASSES 40% TROPHIES 1ST 2 FT.

PRACTICE 7-10

SIGN UP CLOSES 10:00
– RACE 11:00 –

JUNE 13TH

ELEV. 5000 FT. (JET) CONCESSIONS BEER INFO 213-376-4573

Endurance, Luck Decide Outcome in Team MX

By John Grout
Photos by Racing Photos

VALENCIA, CAL., May 30-31, 1971 — Rebounding from an almost-certain win which had finally turned into a D.N.F. during the contesting of the 125cc event on the previous day, the double-whammy duo of John Rice and Jimmy MacDonald got everything tied together in a proper manner for today's 3-hour Indian Dunes team grind for the Open class moto machinery.

After the Rice/MacDonald combo had smoked to a lead which would have been somewhat difficult to locate on a radar scope the remainder of the Open bunch whipped into line behind the teams of Mark Nohr/Chuck Hecker, D.E. Smead/Mark Shook, Jeff Wecker/Dick McDonald and Ron DeSoto/Geroge Erl. The German manufacturers were all smiles; a pair of Maicos were out on the front end all by themselves. The Husky bunch was nipping at heels, solidly placed in third position.

As the marathon approached the halfway mark with MacDonald roaring around the landscape on the lead machine and Rice enjoying a sizzling hamburger from one of Jay's Concession stands, the Nohr/Hecker cycle temporarily lost the second position after a lengthy pit stop and had to put on a come-from-behind effort to catch Smead and Shook just before the final wire.

However, the Rice/MacDonald bikes didn't miss a beat for the entire contest. Their win was not only a popular one, but they won big!

The 125cc event, which was run for a total of three hours — none under a caution light — began as a heated conflict between Bruce Baron and Dave Rodgers. But that didn't take long for a change. Rodgers broke a throttle cable on the first lap and had to come hot-footing it back to the pits in order to give his arm band to Junior partner, Ken Zahrt. Meanwhile, Baron was involved with some kind of weird endo which virtually snuffed any chances for himself or riding compadre, Mel Moore.

And so, the first thing that anyone knew, pouring down the front chute — a half mile in front — was none other than, Johnny "The Ironman" Rice. Behind him came Jeff Wright, riding as a team with the young Dunes sensation, Danny LaPorte, and Jim O'Neil, who had chosen sides with Dave Kolbe on a blazing blue Rickman.

Rice and MacDonald, continuing to do everything but ride their cycle upside down, tenaciously held the lead on the one bike which they were sharing between themselves for the better part of two hours and fifteen minutes. And that included an entire lap or so while John "R" rigged something up to replace a lost shift lever.

John Rice (above) and Jim West (below) display their particular talents.

In the meantime, from somewhere near the tail end of the old reservation, Rodgers and Zahrt, and the dynamic duo of Ray Byers and Rick Salmon, both Junior classed racers, were picking up the front-runners.

Things were too good to last for Rice, who always seems to enjoy about the same luck at this track as Lloyd Ruby suffers at Indianapolis. Slim and none! The chain links on Rice's bike parted company, ending an almost incredible performance.

Rodgers and Zahrt rode a Bultaco bombshell to final victory. Eddie Cole and Wayne Cook finished second; Byers and Salmon, astouding for a pair of Juniors, were third at the final wire.

In the two hour race for the 100cc machinery, the team of Tom Zahnter and Tom Pinneri went all of the way on top. Jimmy Dawson and Steve Pinneri had to maintain a full-bore attitude to grab a 2nd place finish from the Art Barda managed twosome of Bruce McDougal and Brad McKee. And if Barda, a former AMA dirt track racer of considerable prominence, comes through with a single, solitary other idea; about 75% of the riders currently bounding around the circuit had better start packing their leathers back into their foot-lockers and heading towards happier hunting grounds!

Bevans Shows Strong Potential

By John Grout

VALENCIA, CAL., June 6, 1971 — Amidst a crowd of 500 riders and 4500 spectators who had assembled for the onslaught of 10 full hours of racing at Indian Dunes Park, 14-year-old Lancaster fireball Gary Bevans placed a comet of a Yamaha right smack down track center and ignited the proceedings into an inferno.

During the earlier hours, young Bevans, displaying all the brashness of a rookie on the Indy pole, kicked sand into the faces of the top bunch of 125 Seniors, including John Rice, Dave Rodgers, Eddie Cole, Scott Hoffee, Charlie Mott, and Steve Merkel.

As the racers slid into the fourth lap the pressure proved to be too great. Rice really poured on the coal and passed young Gary in a tremendous crossed-up mid-air leap. From that point on John-R maintained a lead over Bevans and Dave Rodgers.

Into the second moto, it was brash Bevans again at the front end, but in the wild scramble along the back chute it was Dave Rodgers with Gary and Eddie Cole pressuring. Farther back, Rice was on the move.

Through the pit area, Rice put his Puch on the rear wheel and moved up on Rodgers. Around the high turns they stayed nailed together, and, sailing into lap five, the two R's enjoyed such a lead that the remainder of the brigade was being inducted for the third moto.

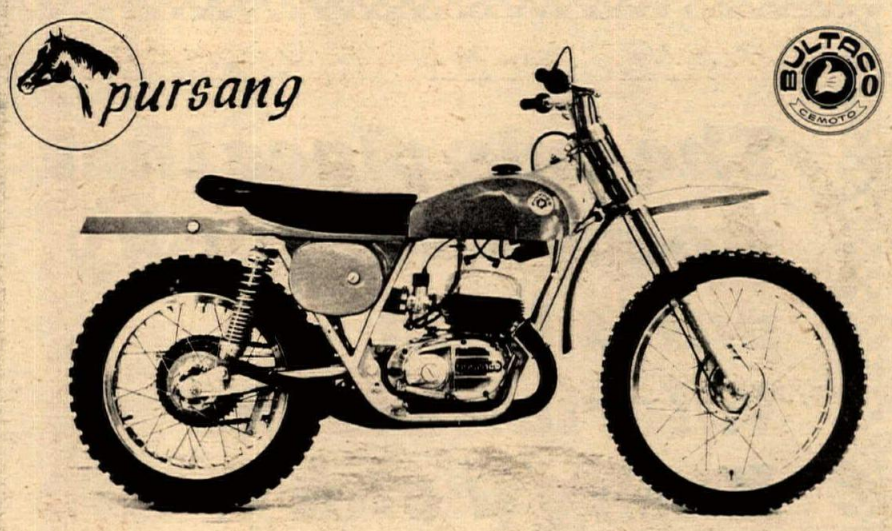
The final round, and guess what? Gary Bevans once again took the lead, followed by Rodgers and Rice. Rodgers is a tough customer to put a collar on and when the machinery came flying over the sand whoop-de-doos, Dave held the front spot. Suddenly the leader's Bul snapped a third link and in spite of much work to repair it, he was out of the action.

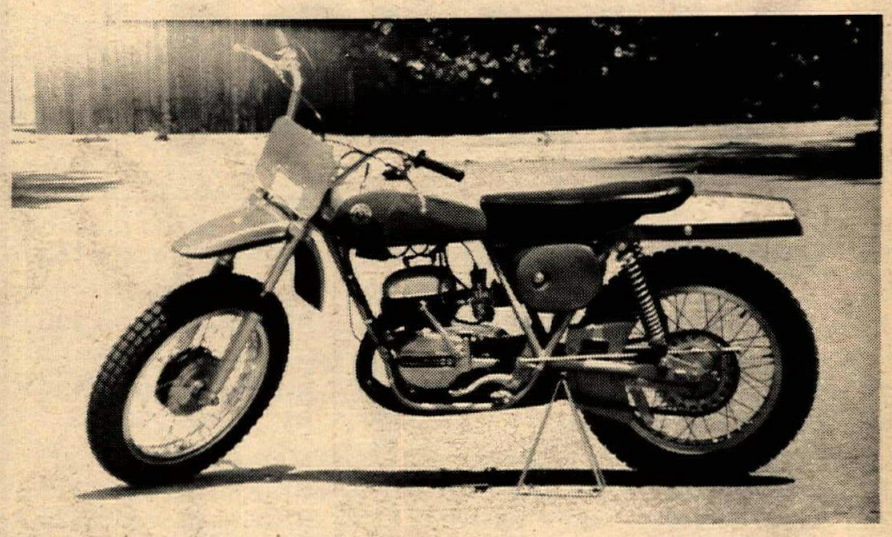
It was still Bevans, Rice, and Bob Haag on a new Sprite anchoring down the closing positions and that's the way it remained 'til the checkered. Rice had the points to take the overall decision for the class.

The 250 Senior go heralded the return of Mike Runyard, who has been on the shelf after a serious leg injury a year ago in Selma, Alabama. Tom Rapp swung into two straight wins before Tim Hart was able to nail down the third. Rapp, with his flawless lock-to-lock leaps, had the day when the scores came in. Scott Hoffee, another part of the Bul invasion, latched onto second and John Pavich garnered third.

The Open Seniors were set upon by two racers who tied for the top spot. Bob Hershey (CZ) and Jim West (Hus) locked horns while Maico mounted Mike Cram came in third.

(Results on pge 28)





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Series 'E' Victories Include

1st 250 Expert/Motocross, Puyallup, Wash., May 16, 1971
1st 250 Senior/Motocross, Forest Glades, May 23, 1971

Series 'A' Victories Include

1st Novice Main, Half-mile, Ascot Park, May 28, 1971
1st 250 Expert, TT, Prescott, Ariz., May 16, 1971
1st 250 Expert, Scrambles, Hayward, Calif., May 15, 1971
1st 250 Expert Main, Half-mile, Phoenix, Ariz., May 14, 1971
1st 250 Amateur/Expert, TT Scrambles, Perris, Calif., May 22, 1971
1st 250 Expert, Scrambles, Hanford, Calif., May 21, 1971
1st 250 Expert Final, TT Scrambles, Vallejo Speedway, May 14, 1971
1st 250 TT, Trojan Speedway, May 20, 1971
1st 250 TT, Trojan Speedway, May 27, 1971
1st 10-lap Novice Main, Roosevelt Raceway, May 28, 1971
1st 250 Junior/Expert, Amateur Scrambles, Salinas, Calif., May 16, 1971

BULTACO

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Nine Year Old Shines at Perris

By Elaine Jones

PERRIS, CAL., June 5, 1971 – Nine year old Mike Tidwell is some kind of racer! He started his outstanding evening by winning the mini-cycle class, turned around and won the second division of 100cc Novices going away. If this wasn't enough for any rider, especially one so young, Mike again went to the line and this time it was against the 100cc Amateur-Experts. Mike ran fourth to the likes of Rick Milner, Wayne Whisenant and Mike DuBont. Rick and Mike are C&H teammates and are strong competition in any race.

Jamey Blunt is still pcking up the marbles in the 175-200cc class. Second place Doug Mason made it the most exciting race of the evening. The second go-round saw some fine competition that ended with a photo finish. Richard Lizardo was third.

Doug Mason still has the fastest line in the 250cc Amateur-Expert class and he's about the only one who can follow it if you go by the distance between him and the rest of the pack. Joe Williams was having his own problems staying ahead of Steve Mudd who's starting to get back in the groove after a fall at Ascot.

(Results on page 28)

Tim Hart.

Two For Hart, Lots For Maico

Photo by Gary Schmythe

GARDENA, CALIF., June 3, 1971 – With John DeSoto away, Tim Hart will play and he did. Hart took top honors in the 500 and 250 Expert. Mike Cram, Hart's Maico teammate, earned a strong 500 second while Bob Messer, fully recovered from that shoulder injury, came in third to make a clean sweep for the Maico team.

Behind Hart's clean-cut victory in the 250 class was Bruce Baron, suffering a bit of trouble but still holding his own. Billy Payne took third.

Baron and Jeff Wright went another round of their continuing battle. Their grappling wasn't so close this week but their overall had a mere 30 points separating them. Baron had a couple of bad starts holding him back but Jeff, Bruce, and Reuben Benites made it a sweep for the Zundapp-powered Rickmans.

(Results on page 28)

NEAR UPSET AT ASCOT ASCOT

GARDENA, CAL., June 4, 1971 – One reason many people think that Ascot continues to produce top young talent is that from time to time they get a chance to run with the established and proven Experts that have been around for years. The idea has merit with one problem. On these few occasions the newer rider, Novice or Junior, has a habit of not believing what he has read in the past about some of his part time competition.

Another reason, shown tonight during the monthly double-header, was that many of the top Experts and Juniors had made a quick trip East to Lousiville, Kentucky, for the National and will be returning to Ascot action this coming Friday night on the half mile. One chance only.

So the younger lads took full advantage of it in the short track races and nearly took the same advantage in the TT that saw the Juniors running with the Experts.

The Experts won only two of the nine qualifying heats in the short track and then took two of the four heats in the regulation rounds. It was apparent early that the trouble was going to come from Novices Scott Brelsford and Steve Nichols, the top two Novice 250cc half-milers in the nation.

The Brelsford-Nichols threat was slowed in the semi when they rode against each other in the same event. They finished one-two while the Experts ran the same in the other semi.

The showdown came in the 10-lap final. Junior Gary Scott, the winner a month ago, was not on hand. The second lap found Nichols and Brelsford running into each other. Steve went down and Brelsford found himself running in last place with eight laps to go.

The second year Novice then put it all together to weave his way through the pack and grab the lead at the end of the sixth lap for one of the best come-from-behind rides this season. Dallas Baker, winner of his heat and semi, held for second with Expert Johnny Isaacs, the early leader, taking third.

Two short track events and still no main event win for the Experts. The Experts were nearly upset in the TT feature as well. The Juniors got one of their few chances to run agains the Experts, again due to the fact of Louisiville, and nearly pulled off a double upset.

Dusty Coppage and Skip Van Leeuwen each won their heat races but the main event started out a different story. Rick Newby, the rider that defeated Gary Scott in the Junior TT final last month, and cross country Junior Al Baker were ready to do battle.

Baker jumped into the lead with Newby second, Skip third and Dusty fourth. The two Juniors not only led but were holding their own until Baker fell off leading the race on the second lap. Then Newby took over and was holding the two veteran Experts when he zoomed into the infield turn too hot on the third lap and missed the turn completely.

This gave Skip and Dusty the one-two spots for keeps with the experience of time and pressure paying off against the two upstart Juniors who are not supposed to lead Experts – even in the opening laps. Newby eventually worked his way back up to third but Baker, who later returned, took last.

For the second straight week Junior Loyal Penn found the pressure of rding against Experts just too much. A week ago he fell off in the half-mile final. This week it was the TT final. Both spills were of the walk-away type and the youngster is learning the hard way.

With a national road race slated for New Hampshire this weekend many of the top dirt trackers return to Ascot as the half-mile resumes in the regular every Friday night slot.

The news was also released at the track Friday that the second annual Yamaha cup half-mile will run on Friday night, July 23, the night before the Ascot National TT event. The Yamaha purse will be upped to a total of $5000, a 25% increase over last year's sellout record crowd event.

(Results on page 28)

Rickman

WINS!

May 16 Daroga Park, Washington Moto-Cross
1st 14 and Under MIKE MacKENZIE RICKMAN Micro 125

May 16 Indian Dunes, California Moto-Cross
1st 100cc Jr. Div. B LARRY HENTSHEL RICKMAN Micro 100

May 18 Fresno, California Dunlap Park Moto-Cross
1st 125cc Intermed. RANDY AUTRANO RICKMAN Micro 125
1st 250cc Senior PARRY KLASSEN RICKMAN 250 MX

May 27 Ascot Park, California CMC Nite Moto-Cross
1st 125cc Senior BRUCE BARON RICKMAN Micro 125
2nd 125cc Senior JEFF WRIGHT RICKMAN Micro 125
1st 250cc Senior BRUCE BARON RICKMAN 250 MX
2nd 250cc Senior GLEN LUND RICKMAN 250 MX
1st 500cc Senior TOM SIMPSON RICKMAN /Weslake 500

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Afgan Hound Updates Kenney

Dear Followers,

AMXT Project 1971 is progressing like a healthy babe, but not without the unexpected. My pop, Bryan Kenney, raced once in Sweden and twice in France since you heard from me a week ago. During this same duration he made the sports page photo section in Stockholm, showing him on the ground with John Banks shortly after being knocked sideways at the starting gate by a third rider at the Swedish GP. In France he made the TV screen while being carried away from the track on a stretcher, and then three days later he came through with an exciting duel for first place with Chris Horsfield at an international meeting in the northern part of France, winning the first round, and despite gearbox troubles, managing a fourth overall for the day.

The Sweidsh GP is one of those things the AMXT will have to remember with a bit of humor. Bryan first heard he was to ride after running into a Swedish rider the weekend before. A quick change of plans, and he strapped the Husky on the little Peugeot and drove thirty-some hours to Sweden, leaving me at home with the old lady. Determined to put on a good show, he tuned into the track conditions, enjoyed a healthy warm supper, and spent the night in a quiet hotel. After morning practice, he felt like the Grand Prix might go all right, considering that he was just one little spot on the map that had come a long, long way on pretty much a shoestring.

At the start on the first moto, an unrenowed rider flipped his bike at the starting gate, causing John Banks and Karel Konecny and of course Bryan Kenney to come down in a pile while the competition disappeared around the corner. It is not easy to recover ground after such a start in Grand Prix motocross. Banks retired, Konecny retired, and Kenney limped off to work back up to 22nd by the end of the 45 minute heat.

In the second of the two motos, there was once again hope in the wind for a respectable finish for the AMXT's solitary campaigner. Bryan was running somewhere between tenth and fifteenth when, after several steady laps, he suddenly found himself bathed in gasoline and had to cruise into the pits to find another gas cap. Determined to get the most out of the afternoon, he rode onto the course and finished out the 45 minute heat, working into seventeenth position by the end of the race.

To demonstrate the Swede's real desire for good American-Swede relations, Bryan received some good pubbcity the second moto. After going back for a gas cap, he reappeared on the track just as Hammergren, DeCoster and Fredrichs went by. The TV cameraman, picking him up in fourth position, and thinking this to be his true position, trained in on him steadily for several laps. The network couldn't help marveling at what success this new GP rider was having. Toward the end of the moto, Ake Jonsson and Adolf Weil naturally moved on past, leaving the cameraman to conclude that the American had decided to slow down for fear and lack of experience.

Thirty more hours of driving, and the old man came back to get me for an international race in France. Early in the second moto he missed the brake pedal while approaching a two-story jump, sailed over the crest in third gear and landed upside-down at the base on the other side. That was it for the day. The rear section of the frame was crushed in, the seat smashed, and the bike generally twisted up. My old man was pretty twisted up too, and he rode off in the ambulance for X-Rays and 24 hour observation. Fortunately, he pulled through with nothing but an empty stomach.

Out the next morning, only a matter of hours remained before it was necessary to drive off to the Sunday race. We managed to straighten the bike out with a blacksmith's pipe-bending tools, but it looked like one race to take it easy and spare the old man. And with an attitude like that, wouldn't you know that the old boy worked right out front of the pack and, after a crowd-pleasing battle, won the first leg of the motocross! Second gear went under before the heat was over, causing him much difficulty during the next two motos, but he still came through with a fourth for the day.

Yes, it is the month of May. Soon this weekend will be here, we will be in Italy for two races almost back to back, and then return near the English Channel for a big race the 6th of June. Be listening. Before you know it, Barry Higgins and Bob Grossi will be over here for our big campaign from July 25th to September 12th.

— Snowflake

Voices

(Continued from page 4)

contract on the spot.

Brad was invited to the CZ factory recently to compete against the best riders from approximately 30 countries, and proved that American riders are tops, by winning a full ride. Never to my knowledge has an American rider had a manufacturer's contract to participate in the World's Championship. Brad is our man in Europe and I am very proud of him. He is eagerly awaiting the arrival of his close buddy, Bob Grossi, so that they can continue some of their famous Northern California duels, this time of course on foreign soil with the stars and stripes waving overhead along with the flags from the other participants countries.

To recap, I would like to see the following happen soon:

A.) The next official American team should be decided on merit, by either a point system or by eliminations.

B.) The next official American team should participate in Grand Prix races, and not local races as Bryan Kenney is doing now. There is just as good competition at home as what he is racing against now.

C.) Longer motos for American riders. I would recommend the actual European system which is two forty minute motos plus 2 LAPS. Local clubs and track owners should also devise a better starting method; like what is being used in Europe.

D.) If there are excessive entries, the Novice and Amateurs should run on Saturday and the Experts and Professionals on Sunday. Promoters will find that they will get larger gates to off-set the added expenses, and most important, will be preparing many good American riders to actually compete against the best.

The sport is definitely becoming more professional. The Olympia Beer $10,000 race in Twin Falls, Idaho, and the new AMA series' prove this. I just hope that the clubs, track owners, and promoters can help the talented become truly professional, which is being good enough to truly compete against Europe's best.

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MotoCross

Oak Creek Ranch, May 23, 1971 — Russ Darnell, America's top Motocrosser trounced the opposition with his SUZUKI 400R CYCLONE. The same machine that you can buy at your local dealer, along with all the other outstanding SUZUKI'S. Built to take on the country.

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Cycle News North

Racing Returns to Harris Ranch

By Bill Spencer

HOLLISTER, CAL., May 31, 1971 — AMA scrambles racing returned to the Harris Ranch motorcycle park hosted by the South County M.C. and the Panoche hills rumbled as nearly 300 District 36 and 35 riders combined for a day of fast racing on a very dusty facility.

The ranch is one of the few remaining parks that caters to the motorcyclist and its layout is beautiful. Riders can campout and ride unending miles of trails as well as different tracks.

The upper race track was the site for today's racing which saw local favorite Dave Bellina capture the feature 650 main event. Bellina has a chance to practice here quite often but his tired Triumph nearly didn't make it through the 10-lapper.

District point leader John Gennai rode a sporty forty for the first time this year and nearly gave the class "C" Junior rider a second place berth with a fantastic ride.

Bellina led the affair off with new Expert Ron Talbot in hot pursuit. Gennai worked from fifth spot at the onset to second and challenging for first on the third go-round. Gennai handles his 650 as easy as he does his 250 and made a move on Bellina in the fast sweeper. He couldn't hold it though and then proceeded to do the very same on the next corner.

The track was way too dusty for any serious passing and he appeared to have to settle for second. But then he really put on the charge and exiting the last turn they tangled. Gennai was forced wide and when he got back on the gas his clutch handle was loose and dangling and very hard to use. From that point he had to settle for second and let Bellina open up a very wide margin for the victory.

Tony Gonzalez put on a jet assist for the start of the 650 Junior Main and had no trouble winning over Henry and Raul Sanchez. Hank had a bad start and after squeezing by his brother found too much space between his Triumph and Gonzalez' and settled for the second.

Rick Hocking devastated the 500 Expert Main with a thoroughly convincing win aboard a Bandido that stole the show with fantastic slides and super jumps and wheelstands. The race had its troubles getting under way, as many of the mains did, and it took three times before it was a race.

Mike Kenyon brought out Tom Butler's Bandido while Tom is touring the circuit with Mike's brother Allen and young Mike wasn't quite with it this day.

In the 250 Jr. Main he tangled with another rider at the start and took a bad spill but gamely got up for another try.

His efforts in the 350 Jr. were about the same as he got a late start. After three laps he regained his composure and really started to fly. While trying to pass Rich Weaver on the outside of the fast first turn, he apparently hit his footpeg and wound up in a real tank slapper that put the handlebars deep in his solar plexis and out of the racing for the day. A real game effort, though.

In the 250 Expert run Pat Brown led off the very fast pack with his newly redone 200 Bultaco and held the lead over Gennai for two laps. Gennai slipped underneath Brown going round the tree turn and was never headed from that point. Rick Hocking elbowed his way around Brown two laps later and the three finished in that order with Craig Fimer and Steve Hernandez rounding out the top five. Gennai extends his lead in District 36 points with this day's activities but will have to keep hard at it as both Mike Renslow and Jim Foley return to the racing scene this week after short injury holidays.

(Results on page 28)

Vallejo Faces Local Complaints With Fast Show

By Dick Sorensen

VALLEJO, CAL., May 28, 1971 — Being 100 riders down from the normal sign-up, it was looking like we would be out of the Vallejo speedway arena before midnight, and with the nearby trailer courts beginning to complain because of the usual lateness of these races, it was almost guaranteed to be completed early.

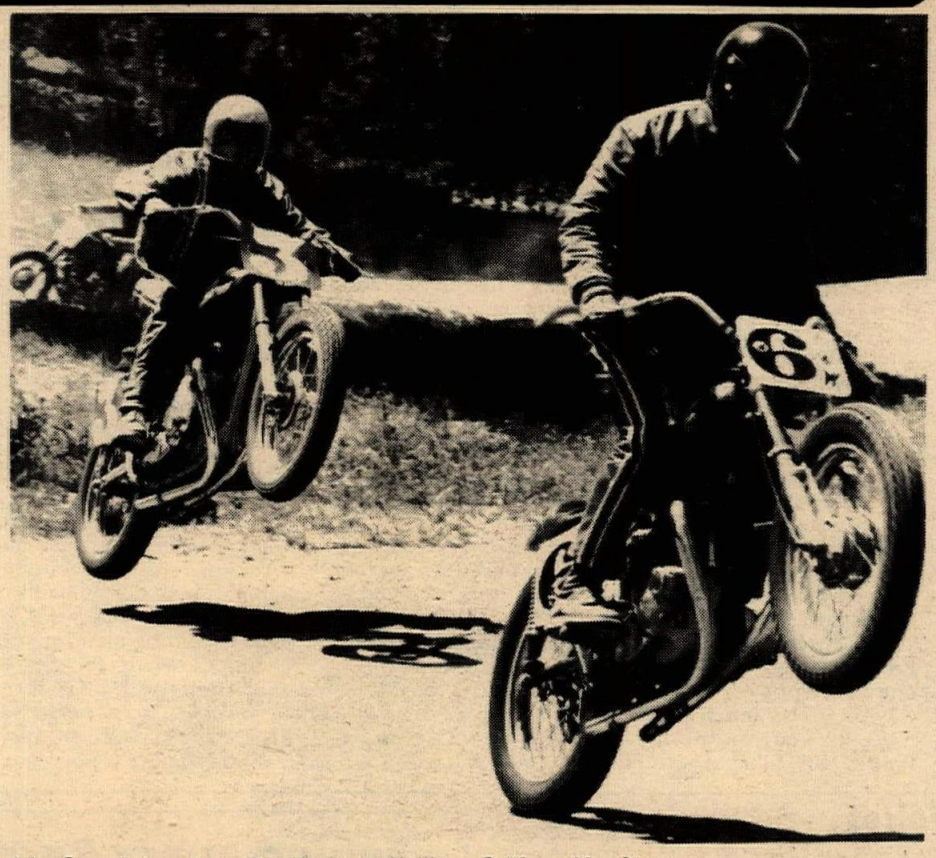
Practice was stopped at 7 and the races started right on time at 8 p.m. for the enjoyment of less than 500 spectators. It seems at Vallejo that the public address system always works perfectly until the races begin, and then it's either the PA system, the intercom from the track to the announcer's booth, or both go on the blink, too bad.

In the 125 Jr/Ex. combined race, Jeff Davidson (Yam) jumped into the lead right from the rubber band start with Larry Drew (Bul) following. These two riders really had it out, neck to neck at every corner and on the 3rd lap Larry got by Jeff going into the infield.

The 175 Novice Main was exciting. Mark Dunaway on a Yamaha-Metisse jumped right into the lead and stayed there for an easy win. But, there was a lot of action taking place behind him for second. Kel Deener (Bul) got in behind Mark on the start with Ed Jacques (Hon) following. Ed gave Kel no slack for three laps, and then on the third lap, it looked like Kel applied too much brake and Ed ran into him coming out of the sweeper into the infield, which knocked Kel down and Ed went to second. Kel recovered quickly and was back up going in fourth, and was really eating the handlebars trying to regain his second place. He was doing just that with only 50 feet between him and Ed when they took the checkered flag.

With only one accident, (Mitch Nunez on a Triumph ran into the cement wall after the checkered flag, but was only shaken up), where the ambulance had to be called, the races were completed at 10:30 p.m. much to the enjoyment of all concerned.

(Results on page 28)



John Gennai closes in on Dan Hughes at Hollister, Calif., on May 31.

FOLSOM OPENS WITH THREE TRIAL RACE DATES

L.H. McDonald, AMA Commissioner of District 36, has issued sanctions for three races to be held in Folsom. The races will be held in the Dan Russel Rodeo Arena located in the Folsom City Park. Two Saturday nights in June and one in July will be used as trial dates for the possibility of holding a series throughout the summer. June 12th and 19th along with July 17th will see the Sportsman racers back in action on the short track course after an absence of four years from the track in Folsom.

Racing will be conducted in three cycle sizes and three classes of riders. 125cc, 200cc and 250cc bikes will be ridden by Novice, Junior and Expert riders. One of the new rules to be enforced at the Folsom track will be the use of silencers or mufflers on all of the competing machines. Many of the race courses throughout the nation are going to the use of these muffling devices to try and cut down on the noise problems in their communities. Riders are also being required to use a special tire to cut down on the dust problems.

McDonald, whose district includes all of Northern Calif. and parts of Western Nevada, expects over 100 riders will be in attendance for the events. At present there are over 5,000 registered Sportsman riders in District 36.

MOTOCROSS CANCELLED

A District 36 motocross, scheduled for June 27 and sponsored by the Dirt Diggers North M.C., has been cancelled. No makeup date has been set.

NORTHERN SPEEDWAY

Al Lauer has announced that Class A Speedway will begin on a weekly basis at Sacramento, Calif.'s Cal Expo beginning June 18. The regular Friday night racing card will continue through October at the Horse Show arena.

Dave Gifford from England and captain of the Newcastle racing team is entered along with other prominent stars which should make the only Speedway racing in Northern California an instant success.

Motorcycle 'Demonstration'

By Bill Spencer

More than 1,000 high school students filed into the Monta Vista, Calif. High gym, it was Forum Day, May 9, and a lot of different field trip projects had come to the school. The idea of having the field trips come to the school was created by the students so as to have a lot of different projects set up for the students to select and get into on a deeper level, without having to leave the school grounds and keeping the expense to a minimum. The different guests introduced themselves; one guy was a hypnotist, another an underwater Scuba guy. Also included was a guy to talk on dope — and two professional motorcycle racers.

Rookie Expert Al Kenyon has a couple of sisters going to the school and he was asked to put on a motorcycle demonstration. Al, in turn, asked his friend Mark Brelsford to assist and the National No. 7 obliged.

When Al introduced himself and his project and then his friend, the gym went into an uproar. As soon as that function was completed, the groups broke up to set up their projects. Even before the two class "C" riders could get their leathers on, the track field was crawling with teenagers, madly anticipating the seminar.

What transpired should happen at every school across the nation as both Kenyon and Brelsford demonstrated the need for safety and motorcycle riding education. They broadslided turns to show how to ride and then told the assembled that it took years to learn how to do it. They extolled the virtues of being quiet and taking it easy on the roadways. All in all, a very well done task that hopefully can be spread throughout the country.

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The action was heavy for the Memorial Weekend at Placerville.

Grossi, Darnell in MX Show

By Margaret Earnest
Photo by Bill Czervinski

SANTA MARIA, CAL., May 30, 1971 – Lompoc Slo-Pokes played host to nearly 300 riders for their two-day event for the 4th Larry Fessenden Memorial Motocross held at the brand new, as yet unnamed, motocross track in the Santa Maria riverbed. Camping was available so many riders and their families stayed overnight to take advantage of the reduced entry fee for the second day.

The 125 Sr. class had a hex on it both days, Johnny Grossini and Paul McDaniels both on 125 Suzukis had bike problems, threw a chain, loose spokes, etc., to the extent that Grossini, between motos, drove 50-miles round trip for extra parts and had his mount ready to go for the third.

These two were wheel to wheel, last lap, last corner when McDaniels fell. Grossini was too close and rode over the back of McDaniels breaking Grossini's front wheel. Both riders walked away, slowly, but never the less walking.

Monday's toll was almost as bad. Scott Frisby held the lead when he broke all spokes. Vince Clark then took the lead until he lost his clutch and consistent Mike David took advantage of all these problems and came home for the checkered flag and first overall on his DKW.

The 100 Juniors moaned and groaned when told the Powder Puffs would be combined; their chief complaint: the girls hold them back. But, that wasn't the case either day as Cherry Stockton (Bul) and Kathy Montgomery, aboard a Super-Rat, got the checkered long before most of the male pack came through.

Good sportsmanship and heroism showed up in the 250 Seniors and an unknown rider should be given proper credit. Donnie Kalin, on a Suzuki, went down and was pinned by his bike, unable to get up. The next lap Donnie was still lying there so an unidentified rider stopped during his race to assist him and continued racing when he knew Donnie was unhurt. Donnie wishes to extend a special thank-you, whoever you are!

John Caldwell, 250 Jr., held the lead by a third of a lap and seemed to be coasting to the win when from out of nowhere, as if he dropped from the sky, Rex Brown was right on his tail and John realized too late and Brown took the win although had had to be satisfied for a second place overall.

Open Sr. class was a sight to behold. Bob Grossi, Russ Darnell and Jim West combined with local talent. Darnell held the lead for awhile until Grossi, on his Husky zapped him for the overall win.

The 250 Srs. and Open Srs. were combined on the second day as the entry was somewhat smaller; each class was scored separately. Jeff Little, a 250 Sr. got quite a thrill when he passed Darnell on the last lap on the straightaway 100 yards from the finish line but the 400 Suzuki out-powered Little at the checkered. Darnell made a special point of congratulating and shaking hands with Little for a good ride.

The weather was rather threatening most of the time but made for good riding both days and fast laps. The course was in very good shape and made for good traction. Spectator viewing is much improved with large mounds located on the inside with visibility from all angles. A contest is underway for a name for this track with the prize a pass for one year to all events, so get your suggestions to the owners or the Lompoc Slo-Pokes.

(Results on page 28)

Double Winners Prevail in 2-Day MX

By Bruce C. Young

PLACERVILLE, CAL., May 30-31, 1971 – This the second weekend in a series of motocross by the Placerville M.C. turned out to be a great success.

Sunday's races started out with perfect track conditions but soon the water truck had to be called in to release the dust. There were several accidents that forced the motos to be cut to two only for the first day of a two-day event.

Sunday night turned into a downpour and by Monday morning the track was as near perfect as one could hope. Many riders stated that the traction was really great. The club had cut out one bad water hole that was run through on Sunday to riders' relief.

The whole weekend seemed to be a series of instant replays with many riders winning all three motos on both days of racing. The first of these was Charlie Marshall on a 100cc Honda to win the 100cc Novice class.

Two Penton riders that ride for Gene's Automotive in Rocklin, Calif., ran away from all other competition: Rick Clements in the 125 Novice Division and Kevin Henry in the 125 Jr/Ex. event. These two also won all three motos on both days.

In the 250 Novice class the rider that showed that he was super fast was one Scott Pepper on a CZ, winning all three motos of both days. Scott was chased very hard by Mark LaRue, who really put the pressure on Pepper.

Greg Hubbs Expert rider from Grass Valley, Calif., also did a back-to-back race with big wins each day. Greg was hard pressed on Monday by another Expert rider, Jim Miller (Hus) from Marin MotorSports Sales of Marin County. Jim only raced on Monday but he really put on a show to give Greg some battle all the way.

The big winner in the Open Novice class was Doyle Jester on his big Maico. Doyle was untouchable all weekend long.

Another untouchable was Don Stover, riding for Coelmans M/C of Stockton, Calif., on his big Husky. Don was the overall winner in the Open Jr/Ex. class and was another rider whom won all three motos on each day. Don finished up his weekend by starting last in the last moto and by the 2nd lap was third and by the 3rd lap had slipped into first and was never to be seen again.

(Results on page 28)

MX SERIES OPENER

By Bruce C. Young

PLACERVILLE, CAL., May 22, 1971 – Mike McGowen of Mike's Marine and Cycle of Placerville showed all comers the way around at this the first of a series of motocross events sponsored by the Placerville M.C.

More than 200 riders showed to make this a very interesting race before approximately 400 spectators. The weather was a little on the warm side and the track was dusty in spots but with a mile-plus each lap every rider got his fill of riding over a very challenging course with all types of interesting challenges to test one's skill.

There were no serious accidents and everything went off very smoothly, and everyone had a good time.

Top rider was, of course, McGowen on his trusty 125 Bul to take the win in the 125 Jr/Ex. event. Mark LaRue won his 250 Novice race very easily as did Doyle Jester and Martin Feaver in their respective Open Novice motos.

The Open Jr/Ex. event was a real race between Martin Helzer (CZ) and Eric Petterson (Hus) with Martin gathering enough points to get first overall. Petterson wrenched his knee very badly in the first lap of the last moto but made a valiant effort to hold onto his mount to finish his moto and garner second overall.

(Results on page 28)

MOTOCROSS SCORING CHANGED

District 36 referees voted for the recommendation of changing the current motocross scoring system to the international system, i.e., one point for first, two for second, ad infinitum. A rider must complete at least one lap in each heat to qualify as a finisher.

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Desert Knights Hare Scrambles
June 6, 1971
Trailbike Class
1st – Terry Clark – BAJA 100 (8th Overall)
2nd – Mitch Mayes – BAJA 100 (11th Overall)
3rd – Larry Roeseler – BAJA 100 (18th Overall)
4th – Mike Hayes – Baja 100
5th – Jim Summers – BAJA 100
6th – Earl Roeseler – BAJA 100
7th – Rich Marks – BAJA 100
8th – Rodney Roderick – BAJA 100

1st-Girl – Lynn Wilson – BAJA 100

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Rough Week at Vallejo Speedway

Ramblers Stage Aussie Pursuit

By James Brammer

VALLEJO, CAL., May 23, 1971 — Until Sunday, I don't recall a memorable Australian pursuit race. The Richmond Ramblers ended their once-a-month TT scrambles at the Vallejo Speedway with an exciter provided by winner Ken Helling and John Furtado. Ken Helling, a 650cc Expert class rider, started from last handicapped position and won the Australian pursuit race when he passed John Furtado on a 100cc Kawasaki who started from the number one position.

The track was narrowly grooved making passing difficult. Eighth place handicap starter, Bill Trumbull eliminated six riders passing them one at a time. He then pursued John Furtado who now had a wide lead; but as Trumbull pursued his engine buzzed out leaving a 650cc Expert class rider versus a 100cc Novice. Helling hadn't been in any hurry. After all, any rider would have to pass him to win. He still lacked one rider between his last place start and Trumbull's eighth. Cheered on, he pursued eliminating the one rider in between his position and Furtado's half-lap lead. Unable to gain on the twisty course through the infield, Helling called on the horsepower that carried him into high speed corners on the outside edge of the narrow groove. As he would bore into the corners the rear tire would grab and then slide with the rubber wearing out and the heavyweight sliding more as the laps continued. It took 10 laps to catch and then instantly pass Furtado. The track photographer put up $5 to the winner, but what Hellings needs now is a new tire.

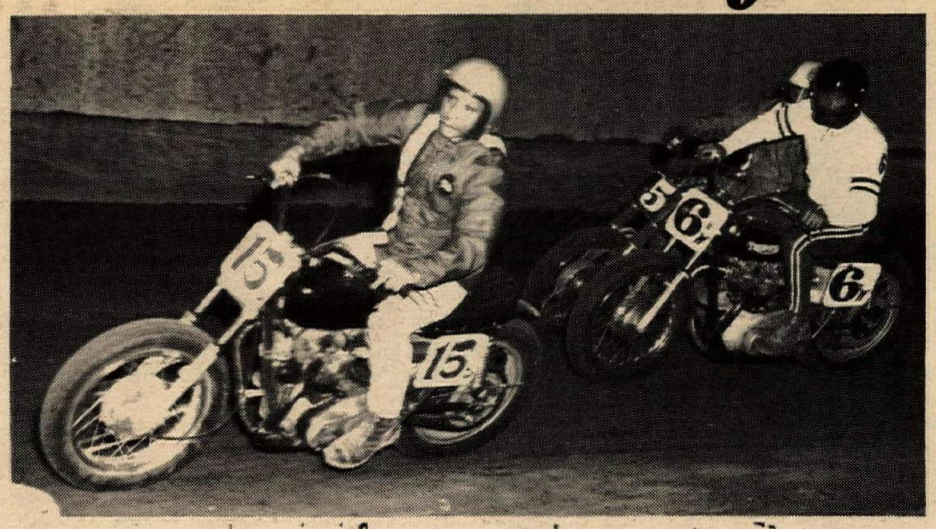
An AJS ridden by Kent Johnson of Concord made first in the 500cc Novice class winner's circle.

Jim Coasts leading the 100cc Novice class final fell coming out of the last corner with Furtado going on to take first place.

In the 175cc Novice final, Mark Dunaway on a Rickman is the strongest rider going this year at Vallejo. On the third lap, he moved by Rich Parkinson for second and then on the last lap he passed Kelvin Deemer to finish first.

Point Richmond is not available for the Richmond Ramblers so they have scheduled their 1971 scrambles series at the Vallejo Speedway. There are five remaining dates spaced about a month apart with the next to be on June 27. Signup is from 9 to 11 a.m. and racing starts at noon.

(Results on page 24)



Tim Brooks (15D-Top) in 2nd leads Dan Hughes (6w) and Bill Budde Friday night while Sunday's action (below) shows 250 Novice Final winner Roger Robinson lead the pack around a turn at Vallejo.

Few Survive Vallejo TT

By Dick Sorensen

VALLEJO, CAL., May 21, 1971 — When the ambulance is called six-to-eight times to take care of bodies on the track just in the Main Events, you can expect a delayed race program. This happened tonight in Vallejo, where the American Canyon M.C. put on another program of Sportsman TT racing. In fact, because of the many accidents, the last four main events were reduced from five-to three-lap races, and the night's activity was wrapped up at half-past midnight!

Jim Foley, black plate No. 1, was shook put pretty bad on the start of the 250 Expert heat race, and at this writing his condition is unknown. Jim walked from the crash to the pit area, but the ambulance later took him to the hospital for a check-up.

Larry Drew of Petaluma, Cal., had an easy win in the 125 Jr/Ex. combined class with John Davidson (Yam) fighting for a hard-earned second. (Apparently Larry's Bul runs faster now that it's broken in.)

Roger Brunel of Castro Valley, Cal. (Bul), showed the 250 Experts how to get around the track the quickest. Bill Trumbull, black plate No. 12 (Yam) got a bad start, but by the end of the fifth lap had worked himself into third. He was putting pressure on Dennis Robinson with some stylist riding when they took the checkered flag.

Ken Helling of Martinez, Cal. (Tri) jumped right into the lead in the 650 Expert Main and never slacked off, but Jim Brooks of Hayward, Cal. chased him all the way. Mike Sarandria of San Francisco, Duane Spence of Fremont and Phil Ray of Santa Clara, all on Triumphs, had a real battle going on for third. Finally Duane got under Mike with Ray following. Those boys just don't seem to know when to turn off.

(Results on page 28)

Money No Incentive to Silence Machines

By Bill Spencer

MORGAN HILL, CAL., May 23, 1971 — Any trophy winner that had an approved muffler on his bike at the Campbell scrambles could have won himself five bucks. One 200 rider had one on and took home the five spot while the other 200 some odd didn't think it would do them any good. Others had them on but didn't get a trophy, they were so few that paying each one that did have it wouldn't have amounted to much money. Interesting, it seems that even money doesn't seem to convince people to keep the noise down.

Pat McCaul borrowed a Bultaco to win the 250 Expert Main Event over John Gennai and Steve Foster. The last time these three rode against each other, they rode three different machines, now they ride the same, quite a game of musicial bikes. McCaul seems quite at home on this new machine and held off Gennai for the distance. Foster had to hold off Nick Nazzisi early in the race and then John Hlebo. Hlebo fell twice but kept on coming back to keep everybody busy.

His young brother, Jeff beat off hard attacks from Scott Williams to win the 250 Novice Main. Williams is a protege of the District No. 11 rider and between the three, they keep this track very busy.

Tom Seidel started dead last in the 350 Jr. go but was the winner over Rod Steyding after some very fast and spectacular passing on this very dusty and slippery track.

Bruce Anderson won yet another 650 Expert run. He beat Rick Otto and Ron Talbot to remain the king of this very fast facility. Otto and Talbot gave a hard chase but this former Ascot TT star had it all his own way.

Gennai wasn't having anymore second place efforts today and so he borrowed a 400 Suzuki from the Jensen clan and waxed the 500 Expert Main. John Silva kept his C-Z in for the second place in front of Larry Shcultz's Honda.

(Results on page 28)

Mammoth Mountain Motocross Draws Contingency

Awards amounting to over $2400 will go to the top Senior riders participating at the High Sierra M.C.'s annual Mammoth Mountain Motocross scheduled on June 19 and 20 at Mammoth Lakes, Calif. In addition to the Senior awards, the top placing Junior riders will receive awards and merchandise approaching the $2000 figure.

Such manufacturers, distributors, and dealers, as Bob Bailey's Service Center, Bassani Manufacturing, Penton West, Turner Expansion Chambers, Valerian's Motorcycles, North American Imports, American Jawa, Yamaha International, Filtron Products Inc., Hercules Distributing, etc., are supporting this annual classic with merchandise and money awards.

Top Seniors as Jim Wilson, Tim Hart, Mike Runyard, Billy Clements, Lars Larson, Marty Trippes, Brian Stark, Bill Urban, Paul deBenedetti, Bob Bailey, Bob Grossi, and many more from as far away as Nebraska will be fighting for top prize money on one of the most demanding courses in the United States.

Mini Bike races are held every Sunday at the Santa Clara County Fairgrounds in San Jose, Calif., promoted by Mini Bike World-Wide Racing Assn., a new association in northern California. Membership in the organization is $5 a year with additional entry fees of $2.50 per race with $1 admission. There is enough room to accommodate 800 minis. For more information, including class breakdowns, etc., write MBWWRA at P.O. Box AE, Campbell, Calif., or phone 408/226-0547.

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FOLEY OUT; GENNAI WINS

By Bill Spencer

HAYWARD, CAL., May 22, 1971 — John Gennai moved into the lead of the District 36 high point series as Jim Foley suffered a separated shoulder at last night's Vallejo Scrambles. Foley is only expected to be out of commision for one week but that short period of time counts for the loss of a lot of points and when the battle for Number one is as close as it is now, every point counts.

Gennai had little problem outdistancing the field after slipping under Bill Groce in the first corner. Groce held on for second with John Hlebo pushing him hard for third. The win was worth eight big points for Gennai and when over 40 250 Expert riders sign up to race Hayward, the action is fast and furious.

Alex Jorgensen tripped over from Stockton, Calif., to win the 100 Jr/Ex. and take a fourth in the 250 Ex. Main. Alex came from way behind in the 100 Main to pass the entire field for the checkered and in doing so made a name for himself with the large crowd that attends the weekly events.

Rich Porter brought home a winner in the 350 Jr. Main to show that even the old men can do their thing. Porter is a motorcycle mechanic and likes to get it on at the races on the weekend and can usually be found in the thick of things at any race.

John Redmond held off the hard charge from the Selby race crew to bring in a 1-2-3 for Montesa in the 500 Expert Main. Mike Van Lienden and Brian O'Hagan pushed hard but passing is a difficult task here although new dirt is expected to give the Speedway a new surface — something like Ascot.

Fred Cziska was the winner in the 650 Expert go with Rick Otto putting up a stiff battle for second. Otto had a poor start and was quite spectacular in his low side passing and expert speed. Dan Hughes hung on for third in front of Bill Budde.

(Results on page 28)

Season Opener for Rainer Scrambles

By Leanna Cram

RAINIER, WASH., May 23, 1971 — Opening day for the 3rd season found a record turnout of 144 riders signed up compared to last year's 73 riders. The biggest class was, as always, the 250cc class with 42 riders. The 1970 season saw a lot of competitive riders but this season the competition is evern more fierce.

In the 250cc class, Kurt Von Hansen ran away with a win in his heat, winning the trophy dash and the A Main. Tom Cram Jr. was 2nd in his heat and had to win his Semi to earn a back row position for the A Main lineup. He finished 3rd in the A Main on a 250cc Montesa.

Gene Cram, last year's High Point Champ, didn't fair so well against last year's adversary, Jim Grace aboard his 650 BSA in the Open class. Cram, who rode a 650 Triumph last year, was aboard a 360 Montesa and was lacking for horsepower. Also, Cram was suffering from a broken finger he sustained four weeks ago and was riding with great care as not to injure it further.

Grace, however, did find some other competition in Tom Hartman, 360 Husky, and Mike Colyar, 360 Bultaco. In the trophy dash, Hartman and Grace were battling for first when they tangled in the last corner in the last lap and both went down giving the win to Mike Colyar, on their tails all the way just waiting for this mistake. In the A Main, Grace had no trouble winning but the battle this time was between Hartman and Colyar for 2nd. Hartman was ahead most of the race but Colyar outpowered him on the back straightaway, shot ahead and maintained his lead all the way to receive 2nd place for the day.

(Results on page 28)

Drew Sparks at Petaluma TT

By Dick Sorensen

PETALUMA, CAL., May 22, 1971 — The Sonoma County Sport Cycle Association Benefit race for Joan Wikes, who is on her way to England for a special operation on her cancerous stomach, only drew about 100 riders.

Expert Larry Drew from Petaluma, on a 250 Bultaco, was the star of the night, with his dazzling displays of broadslides into the sweeper and wheelies down the straightaway onto the jump. No one was able to even get close to him. Coupled with his win in the 125 class, he definitely took the evening's top honors.

In the 500 Junior/Expert combined main, Vic Sloan, an Expert out of Redwood City, Cal., and Gary Newman, San Rafael, Cal., on a Triumph had a battle for second place. After a poor start, Sloan didn't have too much trouble working himself up through the pack until he got behind Gary. Vic's Montesa just couldn't pull Gary's Triumph and Newman hung in the groove. Vic tried several times to pass on the outside after the jump but got aced out each lap.

On the next-to-last lap, Vic took the outside over the jump again with the crowd sitting on the edge of their seats. They went side-by-side into the tight right-hander and Gary applied too much rear brake. His rear tire slid into Vic and they both went past the corner. Gary regained his bike and came out of it, back on the track without losing a place and an easy second behind winner Ron Dotson.

(Results on page 28)

Arseniak, Ross 2-Time Cycleland

By J. Noffsinger

CHICO, CAL., May 29, 1971 — The 14-year-old whiz from Red Bluff, Calif., Bob Ross on his Ossa, made a full sweep here winning both the B Main, and the Handicap Main in the 250cc class. It only has taken Bobby three racing night to take his first Handicap Main.

In the 100cc class John Arseniak had his Bultaco taking the corners first as he also made a sweep in winning the B Main, and Handicap event. John has been trying faithfully and has finally found the right groove. Tom Southam is Mr. Consistent in the 100cc Scratch Mains. He won his third straight event here at Cycleland as he pushed his Bultaco at the first corner and kept it there.

Ron Mcgill led a Bultaco sweep of the 200cc class in taking the Handicap Main. This is his second win here in this event this year. He was followed by Jeff Damon, who won the B Main. Jeff is getting more consistent, and should be more of a threat in this class in the future.

(Results on page 28)

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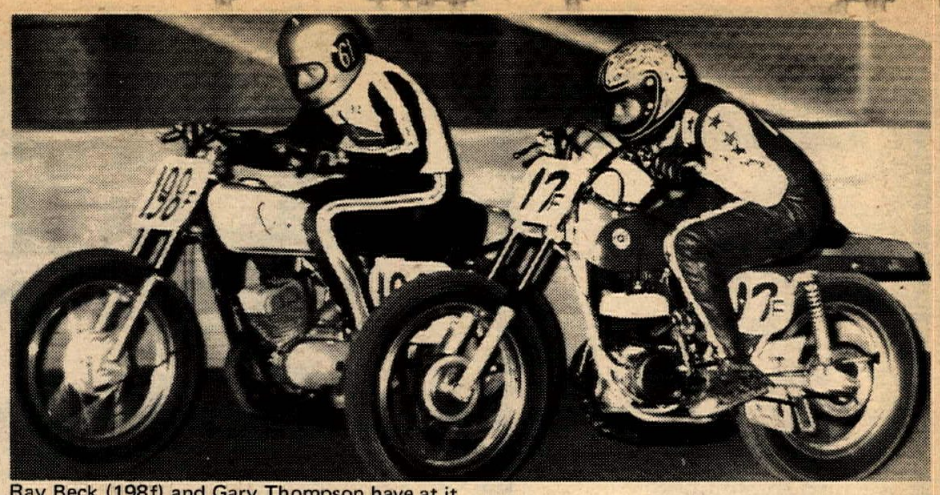

Ray Beck (198f) and Gary Thompson have at it.

Matlock Aces 650 Chargers

By James W. Shipley

EUREKA, CAL., May 15, 1971 — Redwood Acres is billed as one of the fastest tracks on the north coast but horsepower has nothing over Marion Matlock who took his second win in the Open Jr/Ex. class.

Mounted on a 360cc Maico, Matlock really showed the Triumphs how to get the straight-a-way and through those corners. Even hard-charging Dave Cherry on his 650cc Triumph couldn't get around him.

There was a battle for first in the 250cc Jr/Ex. with Gary Thompson feeling a lot of pressure from Ray Beck, leaving Clarence Oliver half a track behind in third. Beck made his final bid for first during the next to the last lap but went down in the corner, leaving Oliver in second and Allen Thompson, Gary's brother in third.

Ray Crivello beat out Pat Richter in the 125cc Novice for his second consecutive win in this class.

(Results on page 28)

GENNAI WAILS

DIXON, CAL., May 30, 1971 — In spite of heavy winds, the opening race at the new Dixon track provided the spectators with a full day of racing thrills. But the wind wasn't the only thing howling across the flatlands. John Gennai turned in one of his usually superb performances, but not without a lot of pressure from Pat Brown and Pat Hennen, who finished in that order behind Gennai in the 250 Expert class.

In the 250 Amateur event, Rick Bungay walked off with the top brass after finishing in a dead tie with Dave Lewis.

The Second Division 125 Novice races created quite a surprise when Honda-mounted Floyd Davis easily won all three motos.

The new Dixon track holds a lot of future promise with plenty of hoop-de-doos and a long, banked sweeper. The Memorial Day event was billed as a rough-scrambles using motocross scoring.

(Results on page 28)

DISTRICT 36 ENTRY FEE LIMITED

District 36 referees voted to limit entry fees for all scrambles, motocross, hillclimbs or shorttrack events to $2. Should a club violate the rule, no points will be awarded for the race and AMA will be requested to withhold future sanctions until the club complies. Posters will be sent to all District 36 clubs and shops announcing the decision.

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baja wins again!

Antelope Ramblers Hare & Hound
May 23, 1971
Trailbike Class
1st — Terry Clark — BAJA 100
2nd — Mitch Mayes — BAJA 100
3rd — Larry Roseler — BAJA 100
4th — Randy Mulligan — BAJA 100
1st Girl — Lynn Wilson — BAJA 100

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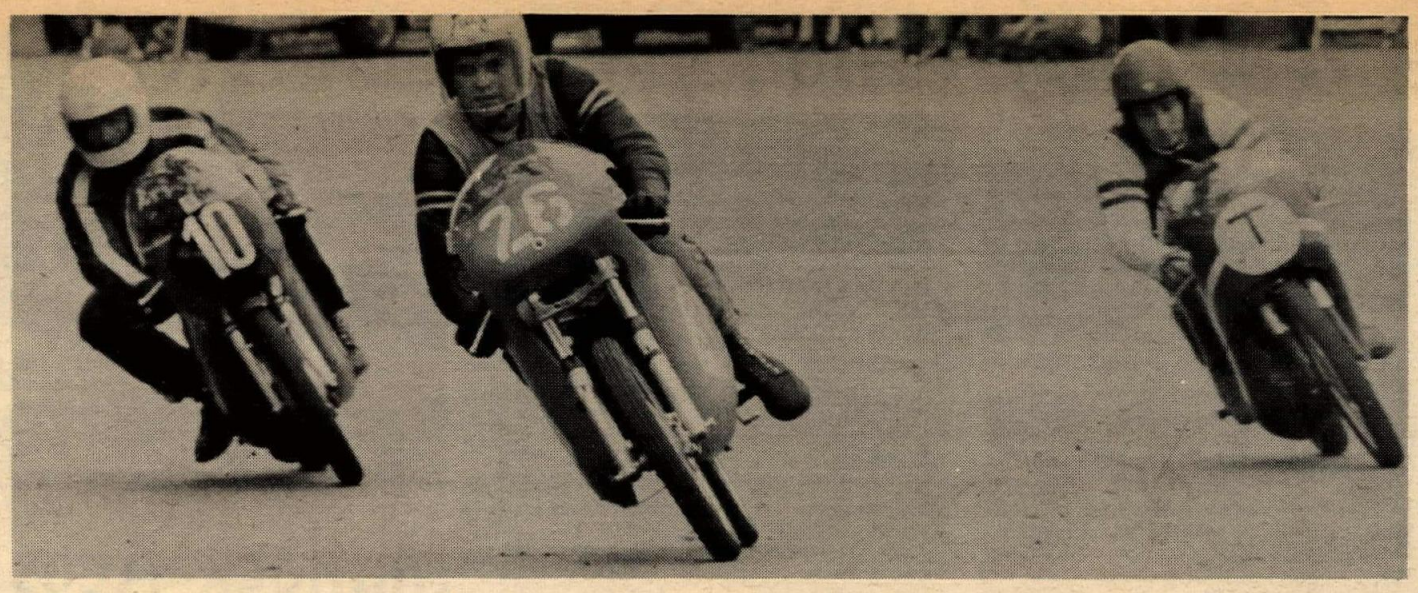


Klusmeyer, Tharp Top Memorial RR

By John Blanton

GREEN VALLEY, TEX., May 30, 1971 — Pulling an ever increasing lead over the remainder of the Open class bikes in the feature race of the day was West Texas J.C. Klusmeyer on a 750cc Norton. Klusmeyer had run second to Mike Kidd in the heat race, but Mike pulled in midway through the feature, leaving the field to J.C.

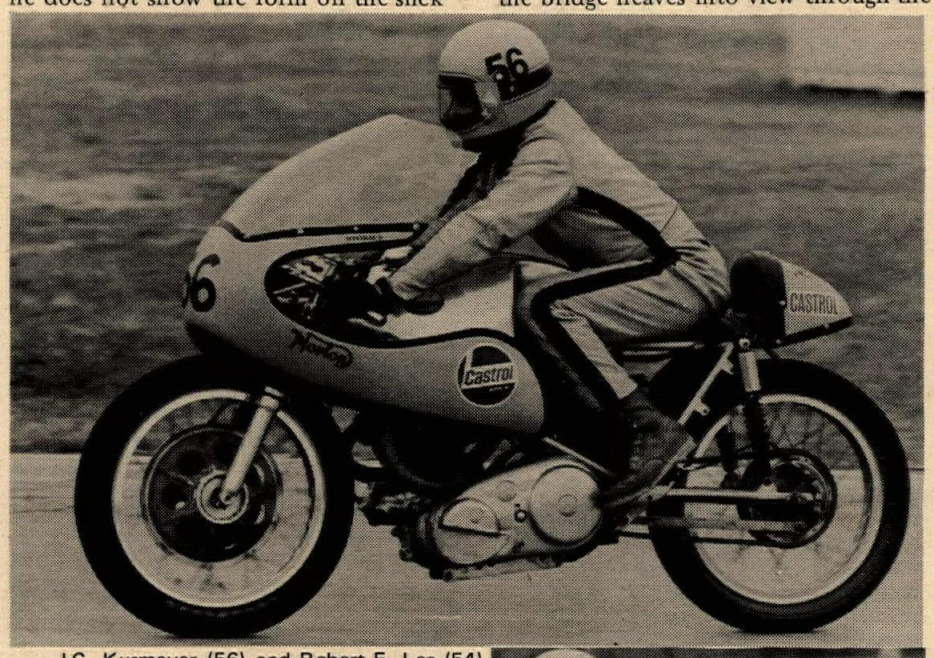
Mike was on the Triumph formerly ridden by Rusty Bradley, and J.C. was riding the former Bennie Hardwick mount in this race dedicated to the memory of the two Texas racers.

Jody Delgado had finished third in the heat on a Honda Four, but he, too, was a non-finisher in the feature, and Robert Lee took second on a BSA, and Jet Tharp bumped his Yamaha up a class and took third in the Open.

Terry Kiraly and Mike McAdams on a Kawasaki 500 and a Suzuki 500 respectively were non-starters in the Open Final due to a garish accident that occurred in the warm-up lap prior to the start of the race. Turn two of the course is a very sharp right-hander by the pits and there is a slip road which leads down the pit row and to the starting line. Someone wanted to go right, and someone wanted to go straight, and the result was that two very expensive motorcycles were dumped at high speed in the midst of a surprised group of riders. One bike slid to a stop down the slip road, but the other one and the two riders impacted heavily into the haybales protecting the massive fence posts located at the juncture. No serious damage was done, but the two were unwilling to continue.

After running deep in the field in his heat, Jet Tharp won the 250cc Final just ahead of Mike Odem, who had a slow start but was gaining steadily on Tharp. Mike would have caught the Brownwood rider had the race lasted a few more laps, but, unfortunately for Mike, it did not. Both were on Yamahas, but third place Jim Cox was on one of the many beautifully-prepared Ducatis that are now beginning to grace the road courses of Texas. They seem to be very smooth-handling bikes and sound to run all day. They have gotten into the hands of some very capable riders in the persons of Cox, Tommy Hall and Jerry Brust, and they certainly fill in those gaps left when the two-stroke twins get so strung out on the course, as they are prone to do.

Will Johnny Bryant never grow up? Apparently not, and never will he stop winning races on that sharp little Yamaha. There was no staying with him in the 125cc heat and final, and the only contest was for the also-ran positions. Bryant had pulled such a good lead in the final that when he went down the slip road at turn two midway through the race he probably caused little stir with second place John Miller (H-D). John's Harley does not have the steam of the twin, and it is certain that he does not show the form on the slick and rough Green Valley course that he showed in that fantastic duel with Humberto Marin in Monterrey, Mex., last month. Jim Lutz was third in the final aboard Edward Green's classic number 26 Suzuki.



J.C. Kusmeyer (56) and Robert E. Lee (54).

Incredible David Watkins is back racing again and winning, in the 250cc heat over Odem. David, as you may not know, had an artificial leg; his left leg is amputated above the knee, and he wins road races and flat track races! Two years ago he broke the stump of his left leg in a crash at Manor Downs, and before it was completely well, he suffered another break there in a fall while dismounting from a pickup on a muddy road. It had been decided then that he would not continue racing, but he is back now, and it is good to see him out on the course again.

During the 250cc heat there occurred one of those gruesome episodes which we thought we had long since eluded in motorcycle sport. Some overgrown character flipped completely out and ripped off a racing mount, a production four-cyclinder Honda, and rode it onto the course. As officials and pit crewmen shouted instruction to head him off, get him out or knock him down, he rode in pursuit of the real racers.

Sans helmet and leathers, he churned around the course, oblivious to the threats of officials, the pleas of friends, the danger of the situation and, probably, the world itself. His presence cause no end of consternation to a group of riders, who overtook him swiftly under the trees on the approach to the east bridge.

Here is 50 of the most dangerous yards in Texas racing. At eighty miles per hour riders bank hard to the right as the bike drops into the dip just before the bridge heaves into view through the trees. If you have guessed wrong here you can hit the side of the bridge. Missing that, you might wind up in the creek, if you get by the trees. As one Ducati rider got by and got the bridge safely lined up, he twisted his body half way around on the seat, bike still cranked way over to the right, and with one free hand indicated that singularly low level of esteem and admiration. Bravissimo!

Presently the race stopped, and the 1%er encountered the course blocked at the starting line. He dumped the bike there, injuring himself slightly. He was carried away, catatonic, on a stretcher, staring blankly at the sky, the universe turning inside out in his mind.

(Results on page 28)

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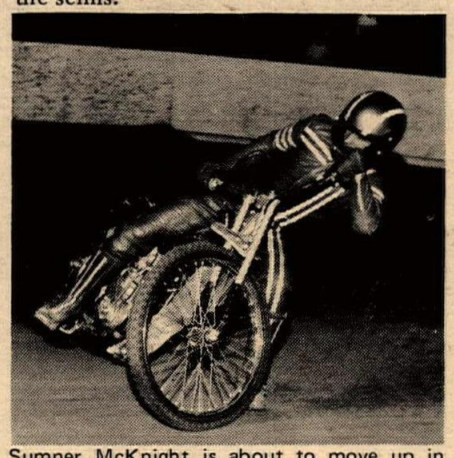
Mike Bast Beats Best; Cody Remains Match Champ

By Mike Capalite

COSTA MESA, CAL., May 28, 1971 — After a week layoff because of rain, the speedway riders were more than anxious to have at it tonight at the Orange County Fairgrounds. At the onset, it looked like Rick Woods was going to be the man to bring home the bacon as he looked real good as he won both his heats in the scratch and Handicap events and came back to do the same thing in the semis.



Sumner McKnight is about to move up in Speedway. Photo by Dennis Greene

But those who thought Rick would have an easy win in the Scratch Main didn't reason with a young man named Mike Bast. Last year, Rick's nemisis was Steve Bast, and it looks like this year it is going to be his younger brother Mike.

As they lined up in the Scratch Main, Mike Konle and Sonny Nutter filled the other two slots along with Woods and Bast. As the gate went up, Mike Bast got a beautiful start and was into the first corner side by side with Nutter, who was really working for this one. As they came out, Bast inched ahead to take the lead with Nuuter right on his rear wheel with Konle in third and Woods fourth. That is the way they stayed the whole race.

Ruben Benites may soon lose his 10-yard handicap and find himself back a little further as he won his heat and was able to keep the lead in the main event despite some strong bids by Jim Nicholson and Rick Woods. For five laps, Ruben was dogged by Jim Nicholson and was able to hold the lead as Jim looked in better control this week as he has switched to a Jawa.

On the last lap, Woods had worked his way up into the second spot and was pressing Benites hard for the Handicap Main win. The crowd was on its feet as they came out of the corner in the last lap for the checkered flag as Woods had gotten a wheel under Ruben in the corner and it was all right here at the charge for the line. The fans were screaming at the top of their lungs as they crossed the line with Benites edging Woods out by a mere foot as the fans gave them both rousing cheer on the cool-off lap.

The Division Two Main Event went to Sumner McKnight who we will more than likely see in the regular program before long as he took this win from wire to wire with his only opposition being Ed Williams.

This race was further spiced by a spill involving three of the riders as Mike Clancy went down in the corner and was struck by Joe Fitzpatrick which caused Nick Nicolaides to lay his down to avoid both of them.

Like a Video-tape replay, Bill Cody did it again in the match race as this time he was up against Dave Gifford. Dave was a little anxious on the line as he blasted through the tapes before the gate went up which means immediate disqualification. But Cody waived the default win and called Dave back for another try. While Dave got off the line looking good, Cody looked a little better and was a little quicker as he blasted into the lead into the corner and kept it for the two laps to take another match win, making him unbeaten in match competition this year.

(Results on page 28)

International Report...

For the third consecutive year, team Montesa has dominated the competition in the famous Scottish Six-Days Trials...The team of Gordon Farley, Bob Edwards and Lawrence Telling totalled 177 points...Team Ossa was second with 191 and Team Bultaco third with 218...Mike Adrew (Oss) took individual first with Farley second.

Bryan Wade has withdrawn from the 250 world motocross championship circuit. "I can make more money at home," he explains...Latest pitside fashion note: hot pants and racing boots. No word yet on what women are wearing...The new 500 works Maicos feature sunburst-type tinning *a la* DKW...Paul Smart broke his wrist at the North West 200, putting him out of the upcoming Isle of Man classic...Phil Read turned down Triumph's offers to cover for Smart, saying, "I'm not interested in racing for them any more"...Malcomb Davis, England's last hope for the 250 world championship, will come to the States for Inter-AMA summer series after being lured by the 13,000-pound ($30,000) purse...Husky's Torlief Hansen and Suzuki's Roger DeCoster have suffered injuries that put them out for a couple of weeks.

Defending champion Joel Robert, Belgium riding a Suzuki, won the Italian Grand Prix races on May 23, increasing his lead for the 250cc title in this year's World Motocross Championships. The victory was the fourth for Suzuki and Robert this season.

The Italian GP took place at Busco, 60 kilometers southwest of Turin in drizzling rains. Robert captured both heats.

Sylvain Geboers, Belgian ace who was runner-up last year to Robert, was forced to retire his Suzuki after being involved in a crash on the first heat.

Robert now has 60 points from six GPs, establishing himself as a solid favorite to win the world championship which will be decided after seven more GPs. The next 250cc event will be held June 20 in Holland.

Current Leaders (250cc)

1. Robert (Suzuki) ..... 60 pts.
2. Mikkola (Husqvarna) 51
3. Palm (Husqvarna) 36
4. Andersson (Husqvarna) 34
5. Pettersson (Suzuki) 26
6. Geboers (Suzuki) 14

AMA TRIALS PROGRAM

The AMA has announced that the first sanctioned event in the International Six-Day Trials Qualifying Series will be run June 18-20, sponsored by the Motorcycle Activities Club. It will be held in the Trask Mountain area in the Coast Range west of Portland, Oregon, phone (503) 472-3828.

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DESERT KNIGHTMARE

By Dick Wright and Ron Schneiders
Photos by Dick Wright and Ellen Schneiders

RED MOUNTAIN, CAL., June 6, 1971 — The Desert Knights punned their club's name for this week's race, and gave birth to a "knightmare" but by the end of the first 20 miles none of their 550 entrants thought he was asleep. You don't get that much pun-ishment even in a Knightmare. From the green sheet that was given to you along with a litter bag when you entered the camp, you got the impression that the Knightmare would be a technically difficult and possibly dangerous race. But in fact it turned out to be a very demanding, physically punishing type of course with no real technical difficulty. And while the course was one of the safest this rider has seen for a while, quite a few riders did manage to require the services of Rescue 3.

The starting area was a slightly downhill open valley where power was not as important as hair, the secret ingredient that makes you hold the throttle on when your wheel is only touching every third bush or every 50 yards, whichever is farthest away. A lot of the lightweights came through the smokebomb with the leaders following Dave Hernandez who was on a big CZ. J.N. probably got a bad start because he was only second at the smokebomb.

Fifteen minutes later, when the dust had not quite settled, the Novices came through like a herd of slight drunk jackrabbits. First through was Jerry Kopp who had about a mile lead on everyone and was really making it.

Beyond the smoke there was an endless series of whoop-de-doos and rocky slopes for about 45 miles, punctuated by 4 checks strategically placed at 10-mile intervals. There was no uphill or downhill worthy of mention, nor was there any tight wash that was particularly difficult to negotiate. It was all just normal desert trails, mostly pretty well worn, that pounded riders into jelly and bikes into junk. There were more broken-down bikes littering the trail than this rider can remember seeing in quite some time. Flat tires accounted for a lot of DNF's.

There were more than a few casualties among the riders, too. Duffy Hambleton, who carries Heavyweight Number 16, took a tumble off an off-camber turn on a slippery razorback and found himself 100 yards down the slope with a broken hand. Mild heat prostration put him out of the picture for a while and when he awoke all was under control with the aid of Rescue 3. Rescue 3 had their share of work this weekend with quite a few broken bones and a number of cases of heat prostration. It seems that this was the first hot race of the season and riders aren't acclimated yet.

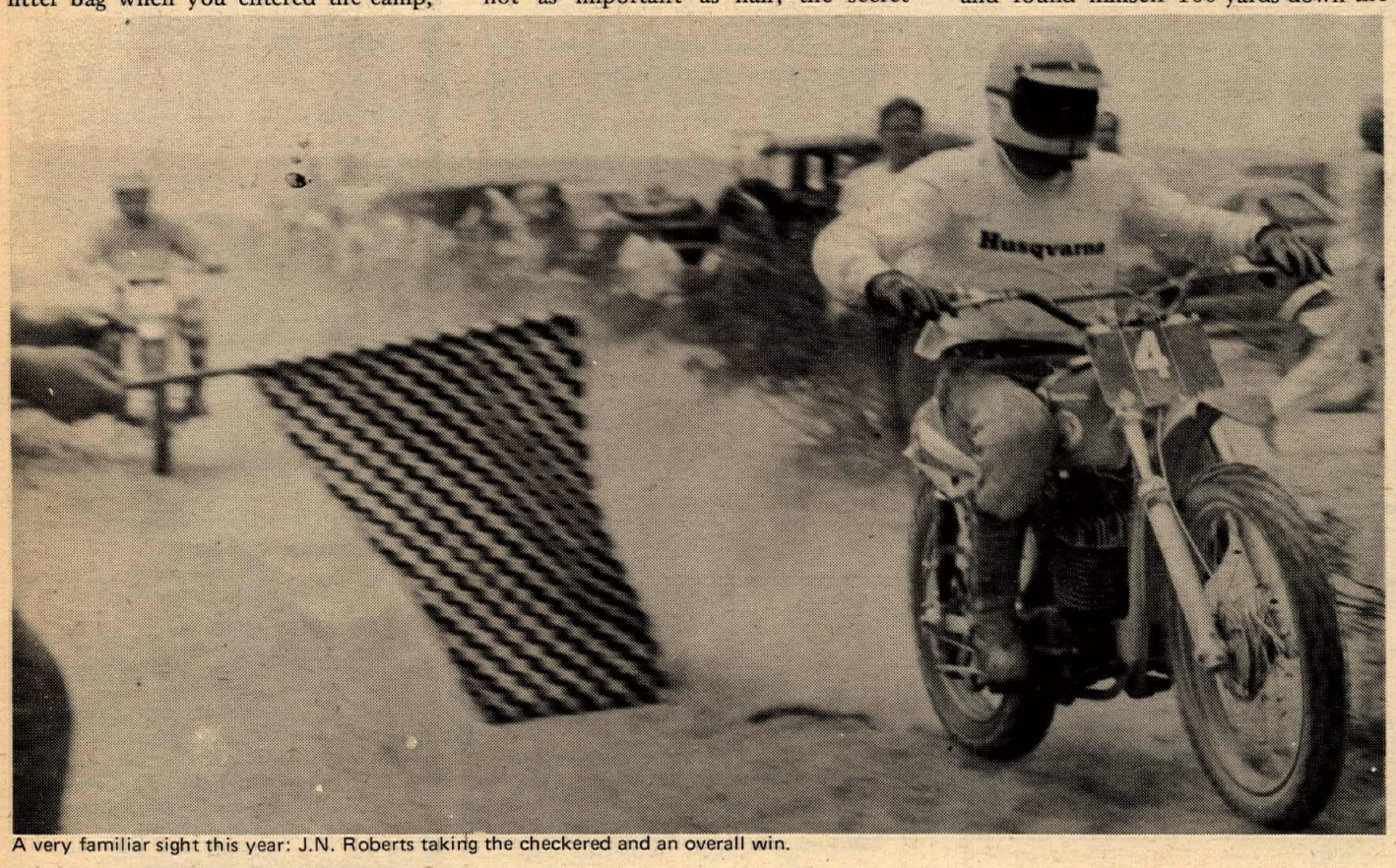
An hour and 5 minutes after the start, averaging a fantastic 41 mph, J.N. Roberts came streaking through the pits on his Tracy-tuned Husky. Just behind him was Tom Muto, but he didn't last. Somewhere out there he got passed by Rick Thorwaldson on his Thorwaldson-tuned Suzuki. Rich came in second, a good ways behind J.N., and was in turn followed by Muto and Pfutzenreuter, who took 1st 250 honors. Dave Hernandez, the smokebomb leader, was sixth, right behind Bill Bogner.

Proving that fast things come in small packages was Terry Clark who bounced his Baja cross the rocks fast enough to take eighth overall and naturally, first Trail. Spectacular as his performance was, it was just barely good enough because Mitch Mayes, also riding one of the orange-trimmed black beauties, was only four places behind him. Third Trail was only 18th overall, Larry Roseler.

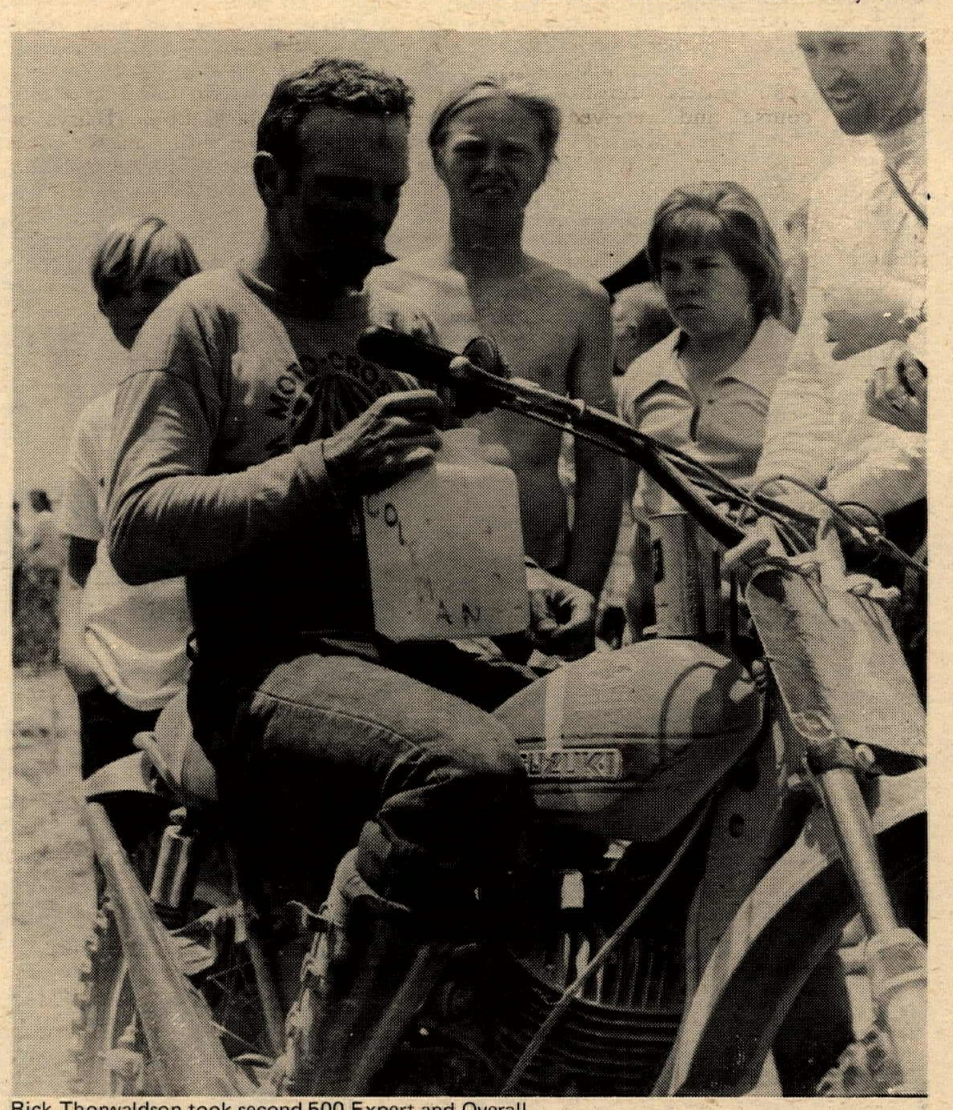
Following Terry Clark was the first Amateur of the day, Larry Mahoney, on a big Montesa and right behind him was the first 125, a Bultaco ridden by Ken Buckspan. As can be seen from these results, it didn't seem to matter what size bike you were riding; the sand and rock are no respector of engine size.

It took a while but a Novice finally arrived. His name was Tim Ryan and he was riding a Bultaco. He was one very happy 20-year-old Buzzard. It was his first win and he did it on a 250. First 500 Novice was Le Roy Davis, a Husky rider.

The course wasn't badly marked, but it wasn't all that well marked, either. There were a number of places where more lime or some turn arrows would have been much appreciated. The course was marked with flourescent pink ribbon but there was a good quantity of red ribbon around and its kind of hard to tell the difference when they both



A very familiar sight this year: J.N. Roberts taking the checkered and an overall win.


Rick Thorwaldson took second 500 Expert and Overall.

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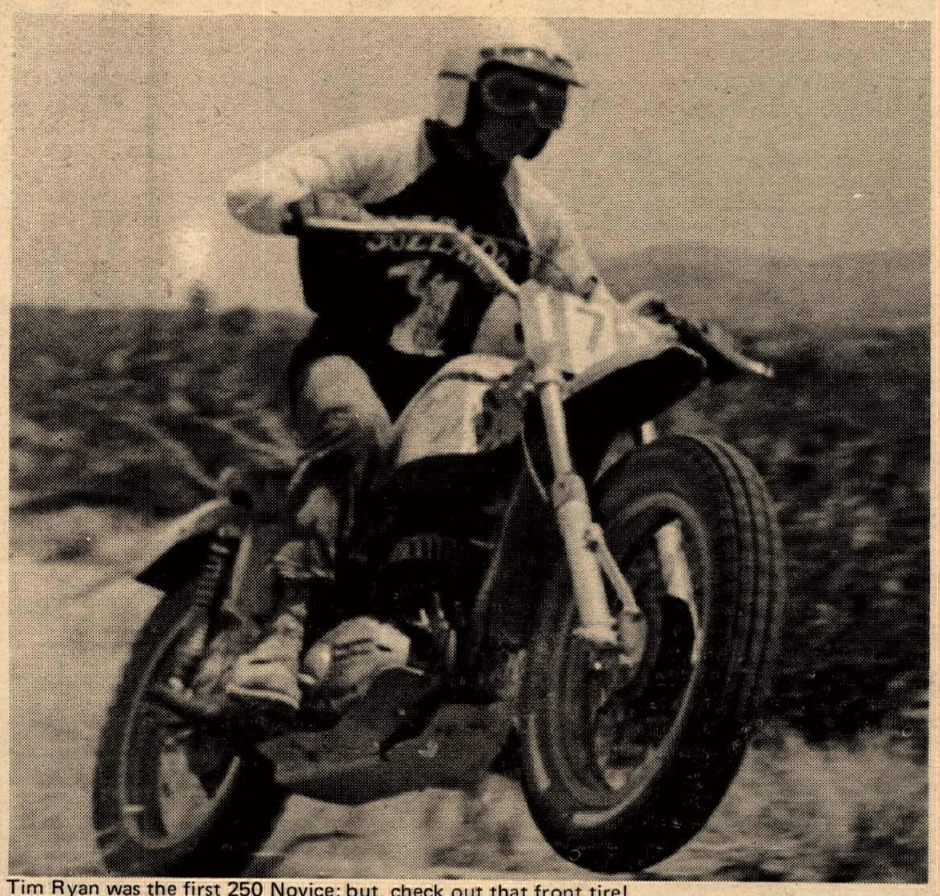
FALLS TO J.N.



Tim Ryan was the first 250 Novice; but, check out that front tire!

have a coat of dust. One spot in particular had some signs at the head of a wash that said "Heads up" "Turn out of wash" "2 miles ahead" which was a good idea, except that there was so much dust when I (R.S., that is) went by that I never saw the second sign and the turnout was marked with one streamer and there was red ribbon continuing down the wash. No big thing, just a bit sloppy. A couple arrows could have made it unmistakable. There were three or four other similar spots.

About 230 riders finished the difficult course and received their "Survivor" pins. That's what the Desert Knights called them, honest! Most of those that I talked to couldn't say that they had enjoyed it but they did have a feeling of accomplishment, somewhat similar, I guess, to having survived the Battle of Guadacanal. J.N., of course, really dug it, which he always does when he wins, which he almost always does. "It was a rough one," he said, "lots of rocks and all that bad stuff, but I liked it all the way."

Some strange characters were seen lurking around the camps of the Desert Turtles and Desert Daisys. They were plainclothes representatives of the Fish and Game Department and they were looking for riders who were making off with the desert wildlife, like Turtles and Daisys. The penalty is (no joke, now) $500 fine and 6 months in jail and F and G is ready to prosecute to the full extent of the law. So don't take any Desert Turtles, Jackrabbits, Daisys or anything else home with you. We got a letter from a Desert Turtle who said that desert turtles make very good (if slightly undomesticated) housepets, but I think he missed the point. Most guys I talked to like turtle soup...

Most of the riders who belong to clubs are becoming quite good about taking their trash home with them, but the unaffiliated guys don't seem to be learning very fast. If you know any of these guys that don't belong to the clubs, tell them about keeping the desert clean. If they leave a mess, the sponsoring club has to clean it up and they're usually very, very tired after having run a race.

(Results on page 28)

First 250 Expert — Larry Pfutzenreuter.

Startin' Out Young

At age 10, this now-desert ace was the youngest finisher of the Cactus Derby Enduro. Two years later he rode and finished the Greenhorn Enduro and combined with his father to take the Father-Son Trophy. At 13 he did it again at the Horn, taking third place in the A Trail Bike Class along with another Father-Son Trophy.

Last December, he rode and won the Trail Bike class in the Laguna Salada 200 Miler all by his lonesome, finishing second overall. He returned in February to the Laguna and teamed with his dad in the 125cc class to finish fourth overall behind the likes of Malcolm Smith, Gene Fetty and Preston Petty.

It took this rider only five races in the desert to move into the Amateur ratings. Eleven rides later, he turned Expert. This year, he sports the 29 Expert number plate. He was first 100 Expert at the Spoke Benders Hare & Hound and with 20 starts and 18 finishes thus far, it looks like a pretty good year for Larry Roeseler, age 14.

baja wins again!

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Sehl Smashes Into Standings

By Don Woods
Dixie Cycle News

LOUISVILLE, KY., June 5, 1971 — Leading for 16 of the 20 laps, smooth riding Dave Sehl pushed his H-D XL to victory at the Lousiville 10-mile AMA National Championship for the second consecutive year tonight.

National points leader Dick Mann took the lead at the start only to have his BSA break a chain on lap five, requiring the two-time Daytona winner to watch the rest of the race from the sideline.

Blistery, muggy 90-degree heat greeted the 176 competitors to the first of the AMA's series of half-mile Nationals for the year. With only 36 positions open in each division, time trials were a battle of raw nerves with only a few .01 of a second separating the fastest and slowest riders.

Fast Expert qualifier Dave Aldana had the pole in the first of three qualifying heats. He set a new track record of 25.49 seconds, which was most impressive due to poorer than usual track conditions. He got off to a tremendous lead as the flag flashed and, not having to fight through traffic, had an easy time of winning the heat. Being in front didn't slow him down. The young second-year Expert kept his throttle gassed for the entire heat providing moments of heart throbbing excitement for the fans as he blasted through the rough turns.

Jim Rice edged out Jody Nicholas for second; Jack Warren took fourth right on the rear of Jody's tire. Only three riders were transferred to the national from the heats, with 4-6 places getting a second chance in a non-paying heat.

Larry Darr did a repeat of Aldana's victory in the second heat, leading all the way. Al Gaskill and Ronnie Rall took second and third for the transfer. Three standout Harley riders, Bart Markel, Mert Lawwill and Jim Manness failed to make the main but a second chance in the semi, by taking 4th, 5th and 6th positions.

The third Expert heat was one of the most exciting races of the night with Doug Sehl and Dick Mann fighting the whole distance. Doug got off to a good start and kept Mann at bay for the entire heat, but Mann was right on his rear tire in every corner. Dave Smith eased into a solid third. Back in the pack there was a tremendous duel for the transfer positions as Dave Sehl, Rex Beauchamp and Ron Butler fought their way into the consolation.

After the Expert heats young Doug Sehl walked up to older brother Dave and asked him if he had seen him win his heat. Dave replied, "Yeh, I was right behind you."

The consolation gave only three riders spots in the National and the racing was fierce as the second chance mounts flashed into the first corner. National Champion Gene Romero got the lead early in the heat by riding a high groove and leaving the throttle on. Warren got his Norton under Gene and took the lead on the second lap. Dave Sehl also got under Romero but couldn't catch the flying Warren. Charlie Seale put pressure on Romero for the third spot, but Gene made up his mind that he was going to make the National and held his position across the finish. Warren and Sehl were first and second across the line.

In the pits after the heat, Sehl remarked, "I've had two opportunities tonight, and just barely made it; I guess I'll have to win to make up for it."

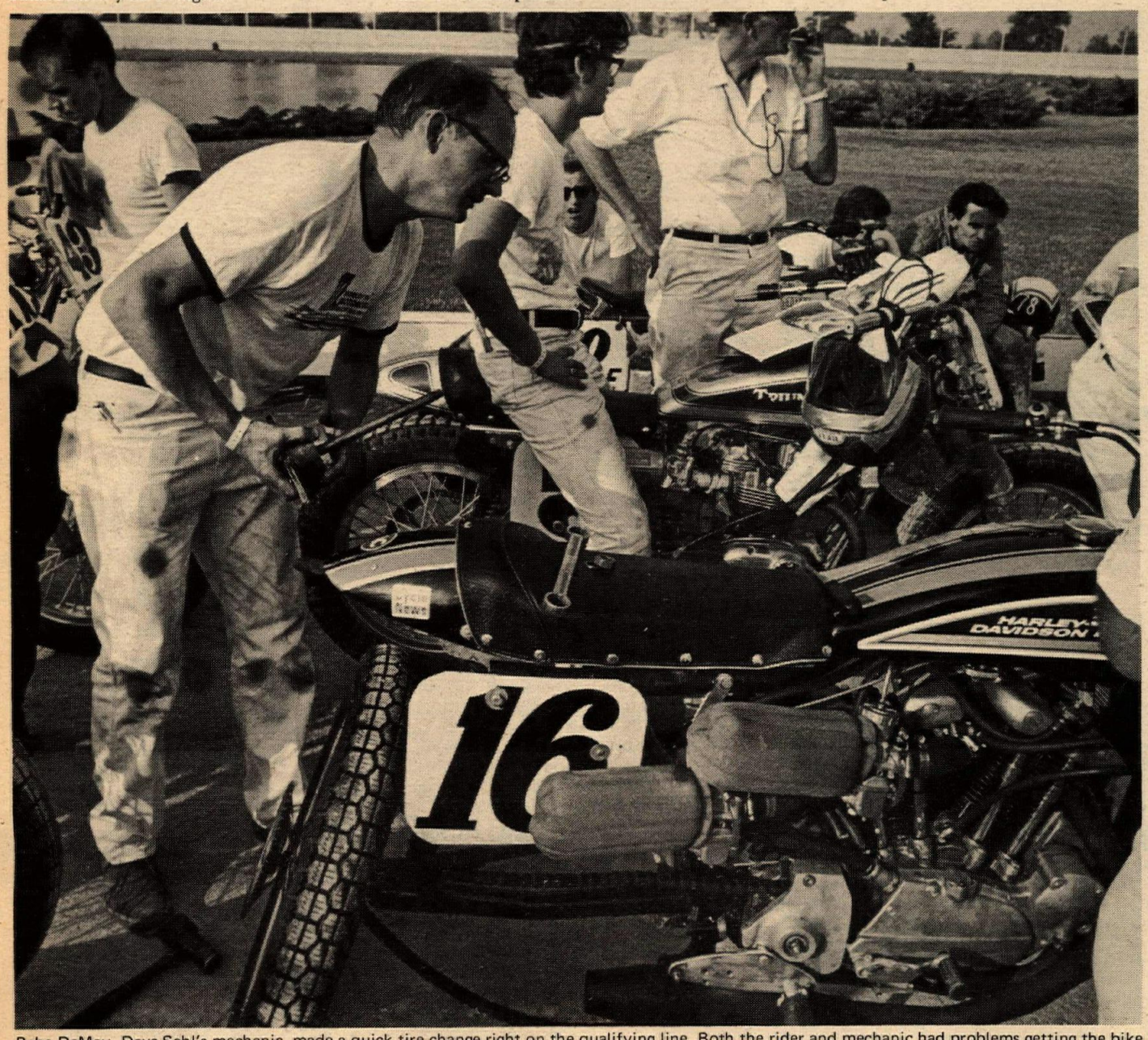
The Junior heats gave the 10,000 fans almost as much excitement as the Experts had with Gary Scott winning over Kenny Roberts in the first heat and Randy Scott winning easily over Larry Vetter in the second. The third heat was won by Carl LeBlanc as he edged out Keith Ulicki.

A dozen ready Juniors pulled to the line for their feature and all of them tried to get the lead in the first corner. First heat winner Gary Scott got his Triumph ahead of Randy Scott (no relation), and LeBlanc. The three heat winners pulled away from the pack and were in their own race. Gary's Triumph quit just after he had taken the victory flag in his heat and on the third lap it quit again, putting the hard-charging Californian out of it. LeBlanc got around Randy for the lead and looked as if he would have an easy win as he opened up a good lead. With three laps remaining however, Scott started a drive for the lead and at the same time LeBlanc's BSA started losing power. Ulicki attempted to pass LeBlanc, also, but the BSA still had enough to hold down second at the checkered.

The 12 Experts that came to the line for the National had survived from an original entry list of 78. The tension of the evening's racing showed on all their faces and when starter Duke Pennell dropped the flag they exploded into an aggressive burst of flying dirt, screaming engines and screaming wheels as they fought their way into the first corner.

Mann, as mentioned above, got the lead, only to be sidelined with a broken chain. With Sehl out front, Darr fought his way into second ahead of Warren. Aldana was off to a bad start but worked his way past riders for the entire race to finally get fifth position.

Nicholas was giving Warren a battle for third but in the closing laps, Warren

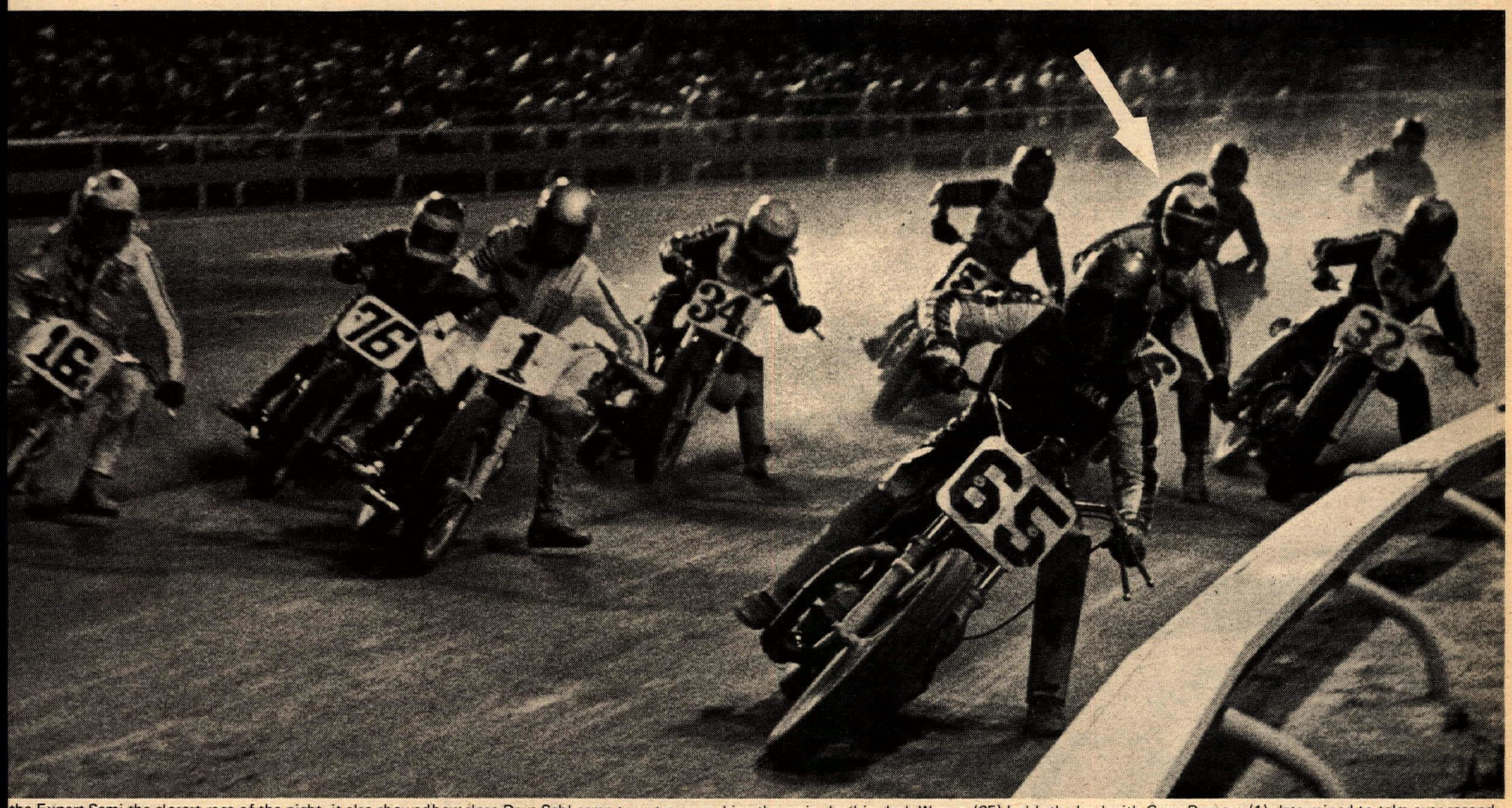


Babe DeMay, Dave Sehl's mechanic, made a quick tire change right on the qualifying line. Both the rider and mechanic had problems getting the bike sorted out before going on to win.

Tired but happy, Dave Sehl relaxes after his victory Saturday night. Next to him is his mechanic, Babe DeMay and another helper.

Carl "Frenchie" LeBlanc (77) passed Randy Scott and le laps from the end. Here, Scott is fixing to sap him and tak

With Impressive Half-Mile Win



the Expert Semi the closest race of the night, it also showed how close Dave Sehl came to not even making the main. In this, Jack Warren (65) holds the lead with Gene Romero (1) determined to take over second Palmgren (16A), Charlie Seale (76) and Rex Beauchamp (34E). Since only 3 made it to the Main, Dave Sehl (arrow) really had to move up.

t of the Junior Main only to get passed back by Scott two vin.

made his move and pulled away from Jody. As the while flag appeared to signal the final lap, Warren went after Darr, who was closing on Sehl.

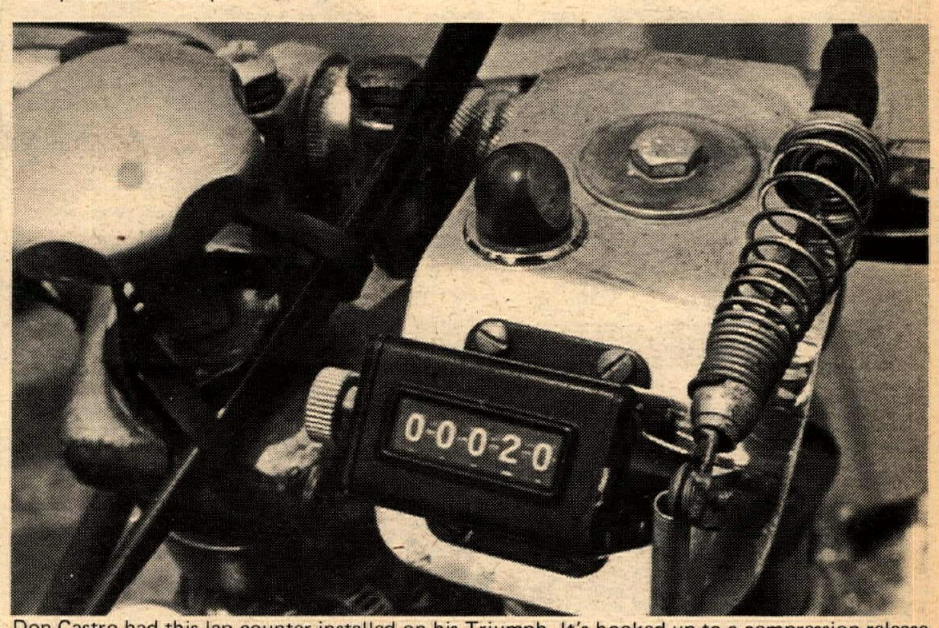
Sehl looked as though he were tiring and his mechanic, Babe DeMay, was frantically waving at him to speed up. Warren got right on Darr as they went into the third turn and they both pulled to within a few feet of Sehl. Sehl flashed across the line for a narrow victory and Warren agonizingly pushed on his handlebars in an effort to pull around Darr. Darr had his throttle almost twisted off as he came over the finish line a scant inches ahead of Warren.

An exhausted by happy Dave Sehl pulled into the winner's circle for his victory laurels. Besides winning the lion's share of the $10,000 purse, Dave received a $100 from Cycle News for carrying his C-N stickie on his machine.

(Results on page 28)

AMA NATIONAL
POINT STANDINGS
June 5, 1971
(75 or more pts.)

1. Dick Mann	302
2. Gene Romero	246
3. Jim Odom	226
4. Dave Aldana	179
5. Jim Rice	150
6. Don Emde	143
7. Kel Carruthers	137
8. Chuck Palmgren	101
9. Dallas Baker	89
10. Jess Thomas	87
11. John Hateley	86
12. Dave Smith	83
13. Dave Sehl	82



Don Castro had this lap counter installed on his Triumph. It's hooked up to a compression release lever which allows him to trip it every lap.

Jody Nicholas (rt.) and Jim Rice hold a drag race around a turn early in the National. There was no way either of them could see where they were going since they were in the back row where everyone got covered by Lousiville's limestone.

BENEFIT MOTOCROSS MARRED BY CITATION

By Elaine Jones

CORONA, CAL., May 23, 1971 – The Benefit Motocross, a joint effort by Riverside M.C., The C&H Mini-Mites, Councilman John Sotelo, and area shops would have been termed a smashing success, except the Riverside Pollution Control Board stepped in and served a citation for dust. The citation was not served until 8 p.m., five hours after the races were over.

Mr. Epperson who served the citation would not give it to hose sponsoring the event but went to the Liparis home and gave it to Mr. Lipari who was there because of illness. Mrs. Lipari was at the track due to the running of figure eight stock cars. Although all concerned with the event feel they should be held responsible for any fine, the Liparis have already stated they will not deprive the families of the slain police officers of any money raised. They gave all gate fees collected in the park to the Fund. The citation has been turned over to Riverside District Attorney Byron Morton who so far has not taken any action.

The race itself was fantastic! This was from the riders who came looking for anyone responsible. This reporter has never witnessed such enthusiasm from riders. It's usually the other way around.

The course is a mile and a half and gives the riders some fine riding. Every rider went home with something even if it was only a can of oil and awards were given immediately after the race which speaks highly of the Riverside M.C. in its first endeavor. Races got off fast and the club had plenty of hard working people who were easy to find and always ready to help.

Jim Fishback put on the best show of the afternoon. In the final moto of the Open class, Jim gave the other riders a half mile head start and every lap saw him get the course straighter and straighter. After the final lap was run Jim and second place; Gary Whitehead, duked it a couple more go-rounds for fun.

In the Police Officers Class, Harry Bachelor took home all the goodies and very proud he was. He waited around the trophy area through all the other motos so he wouldn't miss out. Scott Albuth was second and Thomas Buckingham third.

Paul Vaccarello topped the 100cc Novice class. Second place Corky Bellah did an outstanding job. Corky was mounted on a stock 100cc Kawasaki Trail Boss and had a first and second working for him when he lost the ball bearings out of the front end. By the way this was his first try at motocross. A lot of credit goes to Madlene Almeida, the only female entered. She took 5th in the 100cc class and it looked like the guys didn't mind at all with the hand they gave her when she picked up her trophy.

Walter Sharp put it all together to take the win in the 125cc Novice class. Rickman mounted Steve Dickson gave Walter most of his problems but not enough to take the win. Ken Carpenter was third.

Gary Whitehead, didn't run second to anyone in the 250cc Division II class so he ended the day with all kinds of loot because he also had a silencer. Brian King and Bill Harris were second and third.

Meanwhile, on the other side of the hill, the mini-bikes were doing their thing. They ahd a great, tight, narrow course which made it a must to get off the line first cause there just wasn't room to pass.

Ricky Hart, Dorothy Frost, Chuck Hoops and David Jones took the first place trophies in the four divisions. Every child who rode went home with a trophy and every kid in the place was 10 feet high. "Mr. Cool" of the day has to go to four-year-old Richard Jones. When told he had won a trophy his reply was "Oh Goodie". He acted like it was an everyday occurence.

Thank you seems very inadequate to all the people who worked so hard to promote this race. The shops who donated the trophies, merchandise, sound equipment and all the articles necessary for a motocross; people like Dave Holt who had invested $40 to ride a desert race but passed so he could come to Corona and beat his body to pieces for a distant finish; the Peacemakers M.C. who wrote a $50 check on the spot. A total of $1000 will be placed in the Christianson-Teel Fund.

To all of you riders and contributors – THANK YOU – and the families of Leonard Christianson and Paul Teel – THANK YOU.

(Results on page 28)

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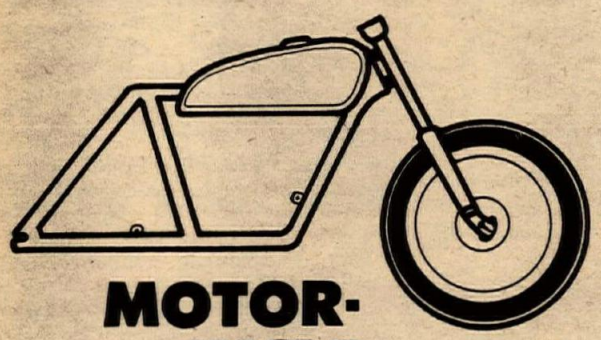
RACING RETURNS TO CORONA

CORONA, CALIF. – Southern California's newest and finest ½-mile dirt track, Corona Raceway, will be "neutral" ground Saturday night when J.C. Agajanian presents the opening AMA Motorcycle flat-track racing card of the season.

Riders from all parts of California will be on hand for the inaugural AMA professional racing card on the lighting fast ½-mile clay oval. "It will be a North-South battle" predicted Agajanian. "no one will have an advantage, as none of the riders have ever raced on the track".

More than 100 riders are expected to duel in the 18-event program, topped by three main events, one each for Novice, Junior, and Expert class riders. A $1,200 purse has been posted for the evening's action.

Expected to head the large field will be such Southern California riders as, John Hateley of Van Nuys, the nation's second ranked Amateur rider last season; Lloyd Houchins of La Crecenta; Terry Dorsch of Granada Hills; Mel Lacher of San Diego; DeWayne Keeter of Ojai; and last year's top Novice ½-mile rider Gary Scott of Baldwin Park, who has been almost unbeatable this year as a Junior class rider.



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Taking a jump at Deadman's two-day MX.

Adelanto 200 Plans Forming

The Adelanto 200 Hi-Desert 5th Area Championship Off-Road Race, to be held out of Adelanto, Calif., in the high desert of Victor Valley July 3-5, has snowballed into a holiday civic extravaganza for the entire desert community.

Sponsors of the holiday race, ACCRA (American Cross Country Racing Associates), and co-hosts Leo Collins Post 229, Adelanto, and Hollywood Post 43, American Legion, met recently with community leaders from throughout the high desert at the Adelanto Legion Post, where plans for the race received enthusiastic acclaim.

The ACCRA states that the race will be a 200 mile event, held over a 50-mile course (4 laps), with start and finish a few miles outside the city of Adelanto. Entry fee is $75, with a purse of 50% of class entries. ACCRA membership is required. Starting positions in all classes will be assigned according to time of receipt of entry. After June 25 entry fee will be $100.

Six classes of vehicles will run; 1. Motorcycle under 250cc; 2. Motorcycles 250cc and over; 3. Four wheel drive; 4. Two wheel drive buggy; 5. Two wheel drive sedan; and 6. Unclassified. No water crossings will be included.

Bikes will race July 3, and cars will go on the Fourth. The time will be announced.

Race entries will be accepted at: The American Legion Leo Collins Post 229, P.O. Box 626, Adelanto, Calif. 92301; ACCRA, 802 East Edna Place, Covina, Calif. 91722; and ACCRA, Green Tree Inn, Room 123, Victorville, Calif. 92392. Telephone inquiries may be made at ACCRA headquarters, 213/339-1504.

Race officials announced that Adelanto community leaders will also provide free camper and camping facilities adjacent to the Legion Post and impound area, complete with specially piped water and sanitary facilities.

Complete radio communications on the entire race course will be manned by M.A.R.S. (Military Affiliated Radio Systems), under the direction of Sgt. Horace (Jake) Jacobs, George AFB.

ACCRA officials explained that the "Hi-Desert 5th Area Championship Off-Road Race" is one of a continuing series of events to be held in different American Legion Post areas, leading toward the Annual ACCRA Grand National Off-Road Race.

VDO ON WEST COAST

Hans von Payr, general manager of VDO Instruments, Detroit, Mich., has announced the opening of a warehouse and sales facility located at 6109 Lankershim Blvd., North Hollywood, Calif., 91606. Hartmut Behrens was appointed manager of the new facility. VDO offers a full line of instruments for the automotive after-market and marine and recreational vehicle markets.

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LARGE TURNOUT

MX at Deadman's

By Dave Brown

APPLE VALLEY, CAL., May 29-30, 1971 – Deadman's Point saw some of its best racing this weekend. The show was started on Saturday with the All-Junior day and everyone was going for 50% trophies. There were 224 Juniors and Intermediates, all shooting for part of the 100+ pieces of mantleware.

All had their fastest hotshoe forward and they all did an outstanding job in the run for the gold. The only problem came when young (7 yrs. old) Keith Nelson walked across the track at the wrong time and his personal battle with a 360 Yamaha netted him 5 stitches in the head.

Sunday saw the dawning of another excellent day and one of the largest Senior sign-ups at the "Point". There were 200+ riders with more than 40 of them being Seniors. The Juniors again did excellent battle but the Seniors put on the "show supreme".

The 100 Seniors started it off with Kawasaki-mounted Lee Peterson taking solid victories in the first and second moto. He then led the third moto but gave into pressure by Joe Flores and Lonnie Brimer, both Hodaka-mounted. Lee maintained third for an easy overall win with Flores capturing second and third going to Brimer.

The 125 Senior go had all the spectators on their feet and near the track to catch the action. There was so much place swapping and dicing it was up in the air to the final checker. Scott Hoffee pushed his Bultaco out to the front in the first two motos, holding off charges by Allen Garrett, Ron Peterson, and "K.P." Mathis along the way.

Scott was fifth in the final moto but it was good for the day's gold. Larry Watkins rode 3 consistent races to gain second overall aboard his DKW with Gary Bevans bringing his Yamaha back from a first moto get-off to hold third.

The 250's also got it on with a full race duel going between Ron Peterson on his CZ and Yamaha-mounted Dave Williams. Ron was in front at the white flag but he mistook it for the checkered and pulled into the pits. Dave went on for the win with second to Glen Lund on his Rickman and Ron getting back up to third.

The second moto belonged to Jerry Willmon. He pushed his CZ to the lead and kept it there. Again Ron Peterson and Dave Willimas battled throughout for the runner-up spot with Ron getting the decision and Lund slipping into third by the checker.

The third moto started with Ron out front and Glen pressing hard. Halfway through Glen got beside Ron over the big jump and as they hit, Ron lost it. Glen motored on for the win with Jerry coming up for second. Third went to Williams. At the end, Lund had the gold with Willmon second, Williams third and Peterson fourth.

The 500 race belonged to Rob Norgaard on his CZ. He pushed out to easy wins in the first and second motos. Larry Watkins followed for second place in the first moto but in the second Lund pushed Norgaard to the checker.

Glenn Hughes poked his CZ out in front in the third. Then he and Rob got it on. They had a terrific battle going when, on the fifth lap they both went down. Watkins put his 400 Suzuki into the lead and eventually the win. Lund was right on his tail for second, with Norgaard and Hughes back in the battle for third and fourth, respectively. The overall cash went to Norgaard with a consistent Watkins in for second. Lund managed third with Hughes fourth.

The Powder-Puff race saw Patty Willmon keep her 125 Yamaha in front enough to earn first. She was almost disqualified for jumping the start in the first moto but they gave her another chance. Connie Travis held onto second after some problems, with Judy Peterson coming in for third, both Yamaha-mounted.

The June 20 race at Deaman's will be postponed until June 17th.

(Results on page 28)

PENTON MX SERIES

The CMC and Penton West groups have gotten together and set up a series of six motocross races to be run at Saddleback Park and Carlsbad this summer.

First prize for Juniors and Intermediates will be a new Penton by Penton West, Inc. The next five positions will be awarded leather pants and boots. Positions 7-9 receive leather pants, 10-14 a Bell helmet and bag, 15-20 a 400 x 18 Metzler tire and 21-25 an 8-pack of Hipoint 2-stroke oil.

The races will be run under the normal CMC format without changes regarding time or entry fees. The first event is set for June 20 at Saddleback followed by Carlsbad a week later. The remaining dates for the Irvine, Calif., facility are July 18 and Aug. 15, and July 25 and Aug. 22 for Carlsbad.

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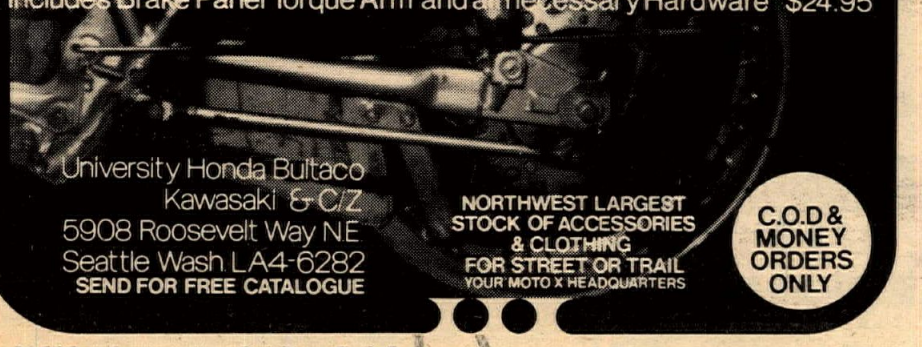

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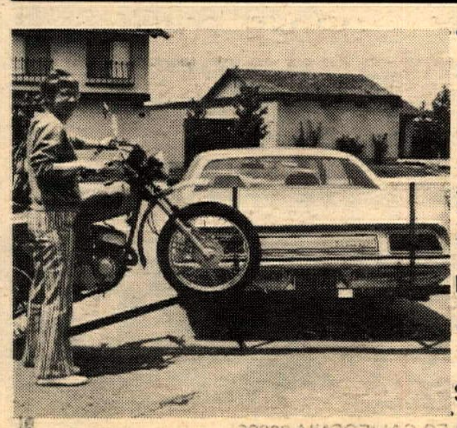

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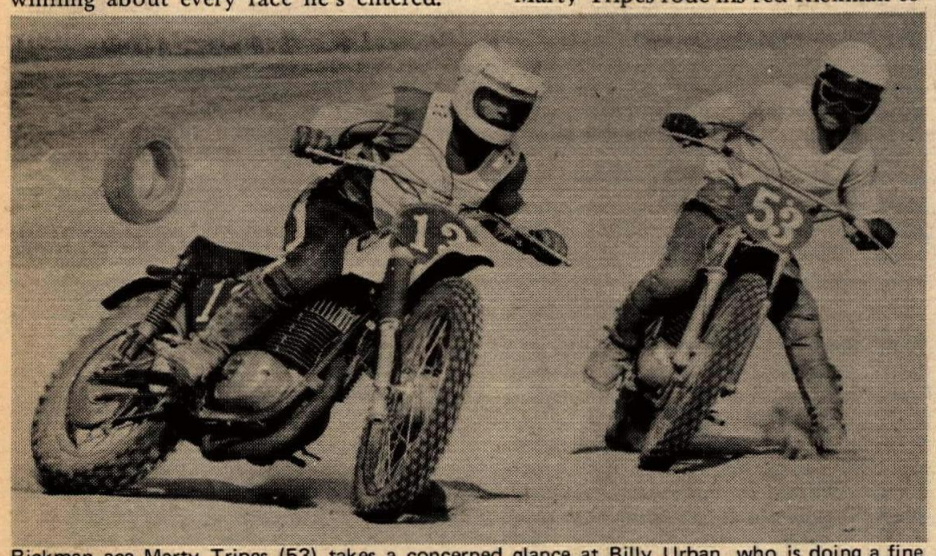
Fisk Gets First Big 500 Win, Hoover Smashes 125-Experts

By John Shedd

POMONA, CALIF., June 6, 1971 – Jim Hoover, a brand, spanking new Expert was the star of the CMC motocross held today at Osteen's Park. Ever since Bill Urban dropped out of the 125cc Expert competition, Jim Beauchamp, DKW, has had things pretty much his own way, winning about every race he's entered.



Rickman ace Marty Tripes (53) takes a concerned glance at Billy Urban, who is doing a fine imitation of Barry Briggs. Urban won the moto, took second overall behind Marty.

But today, along comes Jim Hoover, also on a DKW, on his first ride as an Expert and Beauchamp was wishing that all he had to contend with was Billy Urban. Hoover, whose home is in Upland, won the first moto from a surprised Beauchamp who came in second. Beauchamp rallied to win the second one, but he might as well not have bothered. In the crucial third moto Hoover led all the way and Beauchamp finished a very determined second. In a last minute bid, Beauchamp roared past the flag and almost clobbered a Mustang belonging to one of the pretty young scorekeepers. Final tally, Hoover 2 wins and a second, Beauchamp 2 seconds and a win. Good going for a first time Expert.

Marty Tripes rode his red Rickman to an overall win in the 250cc Expert class. Marty's closest competition was Bill Urban, who did managed to nose Tripes out to win the second moto. Bob Fisk earned enough points for the third overall spot with a sixth, a fourth and a third.

Fisk, who didn't make much of a showing, in the 250 class, really went all out when the 500s rolled. BSA pilot Chuck Minert dampened Fisk's spirits by winning the first moto, but Bob managed a second with Rob Norgaard third. In the second moto Fisk could not be denied the win. Minert was a solid second but he could not get by the younger CZ rider. In the last moto, Fisk roared into the lead at the first corner, and Minert, who was tied with him for first place on points, was dead last off the line. The high pitched sound of the CZ led the pack, and the deep throated growl of the BSA passed the other riders one by one until Minert was in second. By this time Fisk had a safe lead and he coasted in for the class win. Minert earned second place money, and Rob Norgaard earned third place points.

(Results on page 28)

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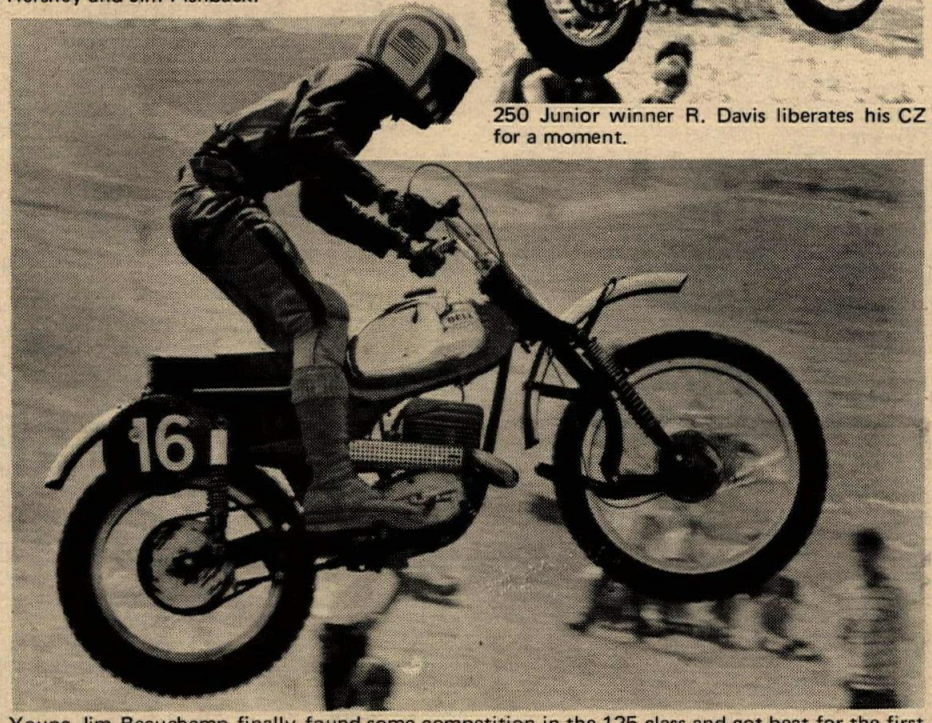
A bunch of 500 Experts fight off the pre-race boogies before embarking on that pulse-pounding journey. Chuck Minert is the only one who looks confident.

Bob Fisk leans his CZ 'way over on one of Osteen's off-camber turns. Fisk hasn't been an Expert very long but will make a mark this summer along with his teammates/pals Bob Hershey and Jim Fishback.

250 Junior winner R. Davis liberates his CZ for a moment.



Young Jim Beauchamp finally found some competition in the 125 class and got beat for the first time in a while.

Smith Endures Troy 50 Lapper

By Art Loya

SOUTH GATE, CALIF., June 3, 1971 – Chris Smith talks a good race. He rides one even better. The popular, under-rated rider from Ontario, aboard his Montesa from Don's Cycles, won more than just the 50-lap TT 250cc Main Event and $100. He has won a page in the history book of Trojan Speedway.

There are riders who do it with speed and there are those who do it with cunning, but Smith wins with his head and stubborn determination. Trailing early leader Danny Corbett (Bul), Smith lost control of his machine on lap 18 and hit the wall coming out of turn one, Chris still managed to save his runner-up position with a spectacular save.

Smith said the race went "almost exactly" the way he thought it would go as Corbett out-jumped Smith at the start to lead the first lap over Smith, Steve Scott (Bul), Dale Hopkins (Bul), and Mike Clarke (Bul).

A broken primary chain eliminated Scott from competition on lap 12, and two laps later, Hopkins fell victim to a faltering engine while riding in third position. Dropping way back in the 12-rider field and lapped by leaders, Corbett and Smith, Hopkins bitterly fought his way back to finish third.

Corbett's bid for his first major victory in this event disappeared when ignition troubles declined him from the lead as he headed into the pits on lap 26.

Tom Warren of North Hollywood rode his Bultaco to a well-earned second place finish and was followed by Hopkins, Craig Steigler (Bul), Bruce Nordstrom (Yam), and Dick Kellstrom (Ossa). All six finishers shared a $300 purse.

Newcomer to the Trojan bike battles, Ken Lee (Mon) of Riverside, upset a top flight field of riders in the 250 F.T. Main. Lee, out for his first ride after a one year absence from competition, won over Steigler, Scott, Pat Eagan (Bul), and Mike Anselm (Kaw).

Roy Widener (Kaw) one of the most unpublicized top riders, pulled out all the stops to win over Bob Sanders (Kaw) and Tom Doty (Hon) in the 100 TT Main. Sanders who found competition just a little tougher this time out, came back to win the 125 TT, 100 F.T. and 125 F.T. Main Events, but not before overcoming some stiff competition from Steve Okuda (Kaw) in the latter two events. Sander's win in the 125 F.T. Main came aboard a Yamaha instead of his usual Kawasaki ride.

(Results on page 28)

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Kingsville MX Opens

By Don Strasheim

KINGSVILLE, TEX., May 30, 1971 — Today was the grand opening of the Kleberg Park Moto-Cross track. The track wasn't a true motocross course, but with continued improvements, it could become a top notch track.

The 100 class started the afternoon's excitement with Ronny Pentecost taking the lead on his Honda, followed closely by Tom Spires also on a Honda. These two pulled away from the remainder of the riders and really fought for the lead with Pentecost taking the first heat. The following heats were almost exact copies of the first with Pentecost just edging out Spires.

The 125 class was also dominated by Pentecost on his Honda 100 as he took all three heats. The first heat had him in the lead out of the first turn followed by Jesse and Mike Storbeck on Pentons. The leaders held their positions until the third lap where Jesse lost it on the southwest turn and was passed by his nephew, Mike and Reeve on another Penton. Reeve passed Mike and finished behind Pentecost. The second and third heats were won by Pentecost with Mike Storbeck and his uncle Jesse providing close racing in the third heat with Jesse finishing second followed closely by Mike.

The 250 class was dominated by Robert Abbott from Corpus Christi, Tex., on his Maico. Willner (Kaw) took the lead in the first heat and held it for three laps where-upon Abbott's Maico showed its power down the straight and proceeded to open up distance on Willner and this reporter on a Yamaha. The second heat had Abbott way out in the lead with Tom Wayland on a CZ and Gene Rizer on a Ossa finishing second and third. Wayland had a hard time getting around Rizer and their duel provided the best action of the heat. The third heat started off wild and wooly with four or five bikes going down or off the track on the first turn. The race was black flagged and restarted with no further problems.

The Open class provided some of the most exciting racing of the day. Harold Wright on a 350 Honda wheelied over on the finish line jump while doing very well in the first heat. He remounted and finished the heat. Wright came back the second heat and led from start to finish. Bill Rudellac, also on a 350 Honda, fell down on the southwest turn and was run over by another Honda 350, but miraciously without any injury to either rider. The third heat had Wright way out in the lead with James Ellison on a Maico 400 holding on to second place, while being pressured all the way by Krois on another 350 Honda. The heat ended with a spectacular crash right at the finish line jump with Chip Styer on a Maico and Farquhar on an AJS colliding in mid-air. When the dust cleared and the riders stopped rolling it was found that neither had sustained any serious injury and Wright had won.

(Results on page 28)

Jackson's MX Triple

By Daniel Mata

TIJUANA B.C., MEX., May 23, 1971 — Chris Jackson, overall winner in this south of the border motocross, went home with an armful of trophies today with wins in the 125cc, 250cc, and the Open class.

In the 125cc, Chris, on a Penton, and Ken Hirchert (Yam) were fighting very close for first. In the second moto Ken held the lead until the last lap when Chris came in first.

In the 250cc class, William Piento on a Husky took the lead, but in the fifth lap, had a spill, and Jackson came in first with Javier Tiznado (Yam) coming in second. In the second moto the positions were reversed with William coming in first and Chris second.

In the Open class all the riders were pretty tired, but they still put on a good performance. Piento took the lead but on the third lap, Jackson passed him after he was forced out of the race with mechanical trouble. The Mexican riders all through the day put on a good performance considering the odds. Chris came in first, Joe Leon (Bul) second, and Antonio Cecena Sr. third.

(Results on page 28)

Desert Striders MC Overcomes Short Notice

By Larry Knop

MANNING CANYON, UTAH, May 23, 1971 — Utah's youngest competition club, the Desert Striders of Tooele, did themselves proud Sunday. They put together their first motocross (and only their second race) at a most improbable location in exactly two weeks, and then ran off their race in such a fashion that any of the clubs in the area would have been proud to claim it as their own.

The site was Manning Canyon at the southern end of the Oquirrh Mountains, and it's an unlikely site for a motocross. Manning Canyon is at least 20 miles from any town of more than 100 people and it's also at least 5 miles from any paved road. The uncluttered (by people) mountains and desert were beautiful, however, and the course was out of sight. Motocrossing between the cedars is not only different but fun! There was also mud and water and sand and sagebrush to dodge or jump or plow through. A couple of stomach-wrenching drop-offs separated the Novices (who close their eyes and push off) from the Experts (who close their eyes and jump).

The course itself was long and narrow, but it produced some great racing — for 2nd or 3rd. In every class riders seemed equally matched on this course except for one or two who would simply turn on the gas and disappear.

In the 100 Expert class Lamar Walker ran away from Tom Bacca who in turn ran away from everyone else. Peter Crandall was literally out of sight in the 125 Expert class whenever he could get ahead of Warren Spencer. Pete managed to do it all three motos, but it was no easy task.

Steve Burgess came out of his slump to take the 250 Experts, but at least he let Jim Curtis and Cal Crosby keep within striking distance. Kevin Corft in the 200 class and Frank Myers in the Open weren't that considerate. They had their Sunday ride while others in their classes had a good battle behind them.

The Striders, incidentally, didn't just let things slide until two weeks before the race. They had been looking for land and when they finally came up with Manning Canyon it was two weeks until the first open date and two months until the next. A number of riders didn't make the race because they didn't hear about it. It's a safe prediction, however, that riders all over the area are going to be keeping their ears open for word of the next race.

(Results on page 28)

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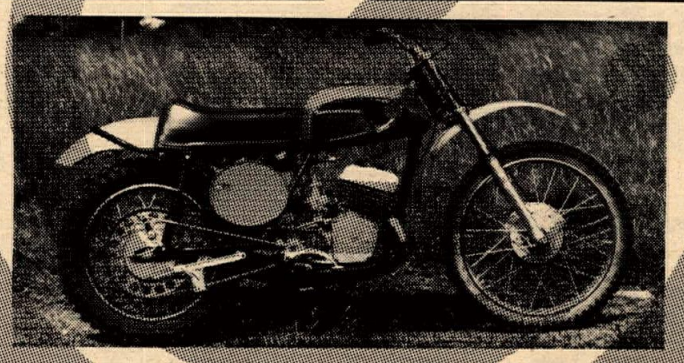
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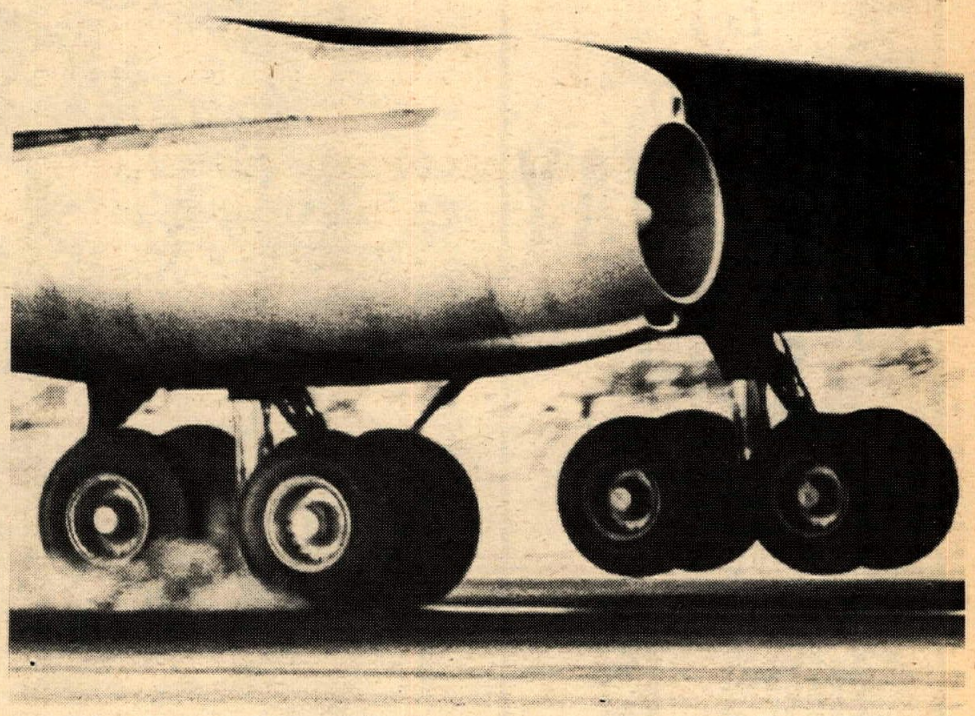
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VESCO, CARRUTHERS FORM WINNING

By Dave Swift

Don Vesco pulled into his shop 45 minutes late for our appointment. He and his wife, Norma, shared a newspaper article with everyone in his little office about Pat Evans, one of Don's racers who was recently injured in a freak accident. I stepped up and introduced myself and he merely agreed — yes, I definitely was from Cycle News.

We looked at each other for a minute; every one of the 1000-odd questions I had mentally prepared faded into obscurity. Eventually, I came up with a good one: "Where's Kel?"

"In the shop. I think."

In the shop, Kel Carruthers hovered over a tableful of transmission parts, juggling them and checking off a list. After exchanging polite amenities, the three of us engaged in a conversation the depth of which would have Joe Pyne looking like William F. Buckley.

"Did you have any trouble at Atlanta?"

"No. Not really."

"How much modification do you perform on a racer after it comes out of a box?"

"We modify every part."

"Why do you choose to race Yamahas?"

"They're cheap."

And so on.

Don Vesco has transcended the role of super-tuner, and is now treading in areas of fine art. His enormously successful TD2 and TR2 roadracers have slowly, painfully, crept up the standings of major event after major event for the last three years until he pulled a coup at Road Atlanta in April.

Don won the top two spots in the 250 Amateur/Expert 50-miler. World Champion Kel Carruthers is not out-horsed on Don's 250's and the only person to give him a hassle was Cal Rayborn, on another Vesco wonderbike.

In the 125-miler, Kel was badly under-powered compared to all the factory-prepared multis sporting a a minimum of twice the displacement. Cal Rayborn had the sense to get back on his works Harley. But Don's TR2 ran flawlessly. Once on the pipe, the Yamaha has a competitive power-to-weight ratio and a rider like Kel Carruthers easily takes up the other loose end. The race was a tribute to Vesco's immaculate preparation. Kel would have placed much higher and possibly won Daytona few weeks earlier except a melted oil breather tube forced Carruthers to cool it early in the race when he was running fourth right behind Dick Mann. He finished 10th. (Kel and Cal also had won the 250 classic at Daytona the day before, by the way.)

Don Vesco, Yamaha's super-tuner.

Alone, I went to lunch for a head-scratching session. Something just wasn't clicking; I had spent two hours wasting Carruther's and Vesco's time; I had taken four units of one of the most precious ingredients that goes into Don's machines. I wasn't ready for the blunt, but gentle, replies I was receiving to my myriad of blunt, dumb questions. To Vesco, I didn't seem to be much more interested in him than people that bother him every other day of the week.

After my encounter session with a salad, I found Kel, still juggling the same parts. Carruthers had won the World Champion roadracing (he pronounces it "rewd ricing") title for Benelli in 1969. He had the usual disagreements with the factory and left. His pal, Rod Gould, got him a Yamaha 250 and used 350 to race, and he eventually met Vesco. A few more months of bad experiences with the European factories and Kel was ready to come work with Don permanently.

While Kel related this lengthy and enjoyable monologue, taking full advantage of his thick Australian accent and English idioms, Don Quietly padded in and perched himself on one of the four roadracers huddled into a corner — the one marked "Rayborn". We talked about his land speed record.

"Yamaha called me and asked me to go for the record. I didn't really want to do it. After speed week, they decided I couldn't do it after all. That's when I did it."

The streamliner was built in a couple of months from an old aircraft drop tank. It is entirely too heavy; in general, the 'liner, save the engines, is obsolete. It now sits under the shop, sharing a four-car garage with a variety of the dusty, maimed bikes that dealers always seem to gather.

The 'liner is a mess. "It was going to be in a show in Idaho. They took it away in a big semi with four or five bikes from California. I didn't see it for six weeks. While they were bringing it back the trailer must have come loose — I really don't know what happened, and whoever does is not talking. Now the bike looks worse than when I crashed it. The tail is destroyed, so is the underpan and motor mounts. They managed to bend a short half-inch aluminum plate. And the engines are full of water. It'll cost about $800 to get it back into shape."

At Bonneville, Don went through the traps at 260 mph; a tire had blown and he was sliding. "How did that feel?", I wondered out loud.

Vesco got a blank look and muttered, "Not too good. I'm glad the parachute went off." It was evident he wished to discuss it no further.

He went home after that and Yamaha, in a manuever of bureaucratic *naivtee*, withdrew their support. Vesco went back a month later with backing, mostly moral, from Champion spark plugs. With runs between the Blue Flames he achieved his LSR of 251 mph plus. Two 350 cubic-centimeter TR2 road racing engines did the trick and the only thing radical about the whole machine was the gearing. The engines could still run quite well after the run. In a month, Harley-Davidson would smash the record with twice the displacement, a stroke almost as long as the wheelbase, Lord-knows-how-much

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nitro methane, and a lunched piston through the traps. Don didn't go as fast, but he paid his own way and had a lot more left over when he was done.

"I had to pay for an AMA sanction ($50), referee Bruce Flanders, gas, food, all that stuff." It costs $800 just to get there and back, without even making a run. It cost more like $35 during speed week."

I asked him if he was proud of his achievement.

"I'm glad I did it. I wish I had gone faster. I had it geared for 268."

"What do you think you're good for?"

"I'll probably go 300 this year."

"What do you feel when you're going 260 miles per hour?"

"I don't know. I have to watch the tach, the noise of the 'liner, I keep pretty busy in there."

"Don't you ever sit back and enjoy the ride, even for a split-second? Don't you pause for a moment and watch the salt flash by and think, 'Wow, this is neat'?"

"It's not fun going that fast. Too many things can happen."

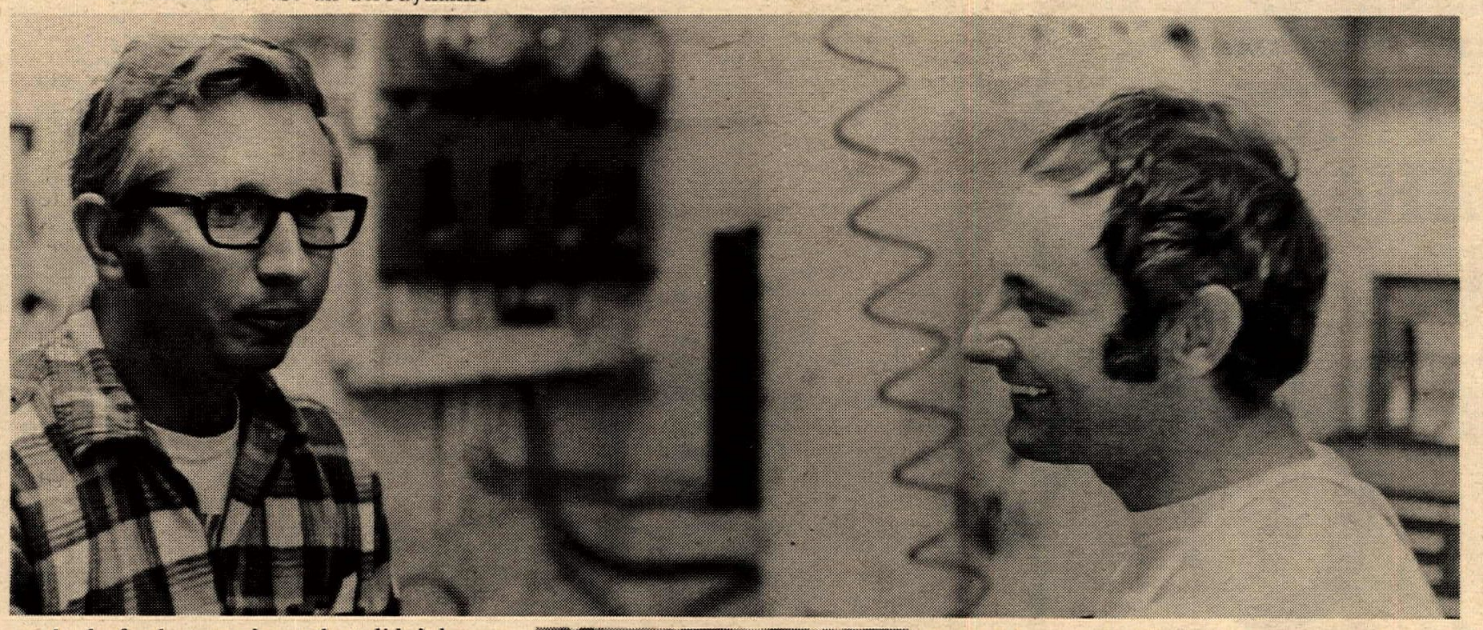
"Are you going back?"

"I want to get back Harley's record. I might drive this time, Dave Smith might drive...he wants to.

"...Cal Rayborn...I tried to spook him before he went to Bonneville to break my record. I showed him a bunch of crash films and told him stories. Cal and I have been racing together for 15 years, so it didn't work.

"...I wanted to use an aerodynamic

Kel Carruthers riding compliments Vesco's tuning.



body for last year's run but didn't have the time. Next time it'll be different...the body will be perfect...wind tunnels, everything will be used."

Vesco has the unsurpassed reputation for excellence when it comes to tuning. Read Cook Neilson's superb account of Daytona in the June "Cycle": "...they were the best prepared motorcycles in the whole shooting match...You should have seen the bikes — each one was absolutely flawless, Kroeber-ignitioned, safety-wired, backup-systemed, polished, painted, honed, sharpened and shaped, mystery-laden and error-free, each an ultimate of experienced, thoughtful preparation and shrill, shrieking speed".

Jim Manning, head of the American Federation of Motorcyclists and long-time acquaintance of Vesco, mentioned the old Chinese saying, "a sculpture should roll," i.e., it should have no protrusions to interrupt inherent flowing lines.

"And that's just the way Don's bikes are", says enthusiast Manning. "My God, when his bikes come through tech inspection, it's a pleasure to inspect them. A blind person could sense the beauty of his bikes; they feel *right.*"

Precious few truly understand what a motorcycle is; off the assembly line it is a superior form of transportation in terms of simplicity, efficiency, and aesthetics. Fundamentals come first, a good bike is free of nearly all frills and doo-dads that detract from performance. When in the hands of Don Vesco, with more than a little help from Kel Carruthers, a machine reaches untold regions of development, past the stage of science into the realm of fine art.

Don's amazing memory for minute detail of the most obscure data surrounding his stable of machines and his ability to transform abstract conceptions into metal scuptures that humble the whole industry is difficult to fathom.

But the fact that he doesn't seem to be aware of the waves he's making is baffling.

The Road Racing machines for Carruthers, Cal Rayborn and Dave Smith.

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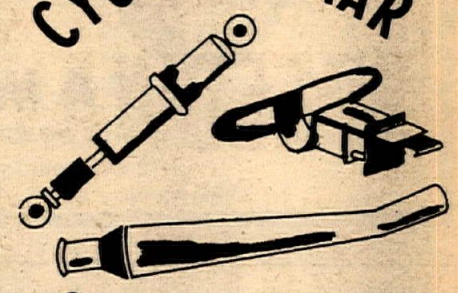

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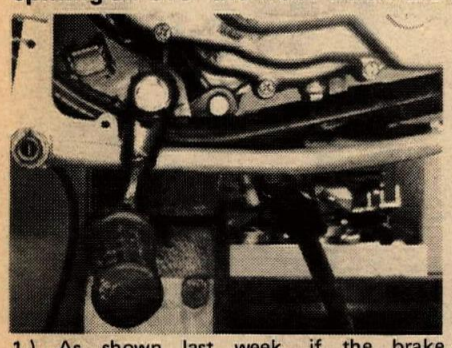
The Home Workshop

By Rod Breaker

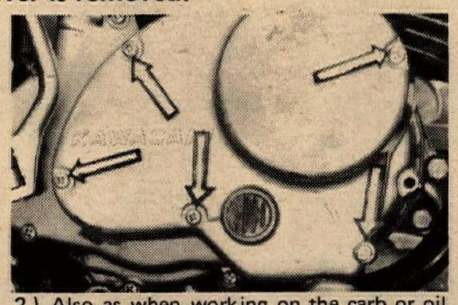
250cc KAWASAKI F-4 CLUTCH ADJUSTMENT

While many riders realize that they have a method of adjusting the slack out of the clutch cable at the handlebar, not to many are familiar with the procedure of primary adjustment at the clutch. The adjustments on the levers are mostly for a little adjustment while you are riding, but to properly adjust a clutch, you first start at the clutch adjustment. As the last Workshop was on the carb and oil pump of the F-4, you may have noticed that the adjuster is located in the same area beneath the right-hand cover.

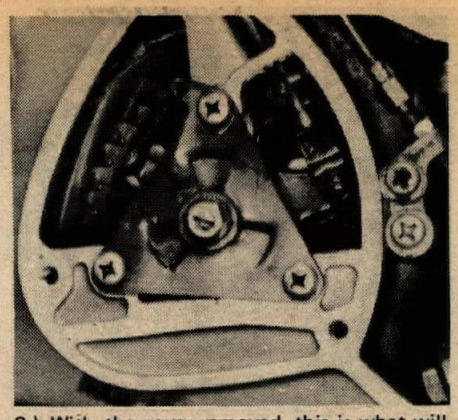
Before attempting this adjustment, you first must run the adjustment at the lever all the way in, giving you as much slack as possible, then go to the adjuster on top of the case and do the same thing. By this time, you should have a real sloppy loose clutch handle. It is best to do this with the machine on the side stand so that there will be less chance of oil spilling all over the floor when the cover is removed.



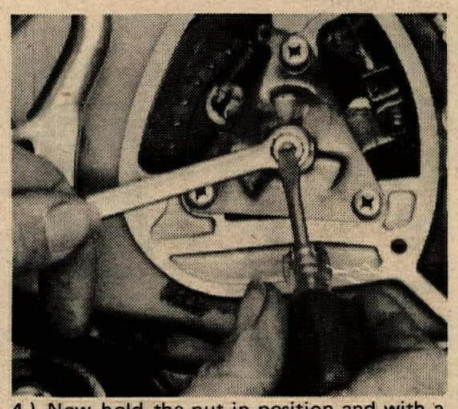
1.) As shown last week, if the brake adjustment is backed off and the footpeg bolt loosened so the peg will swing down, the peg can be used to hold the brake lever out of the way while you are performing the cover removal and replacement.



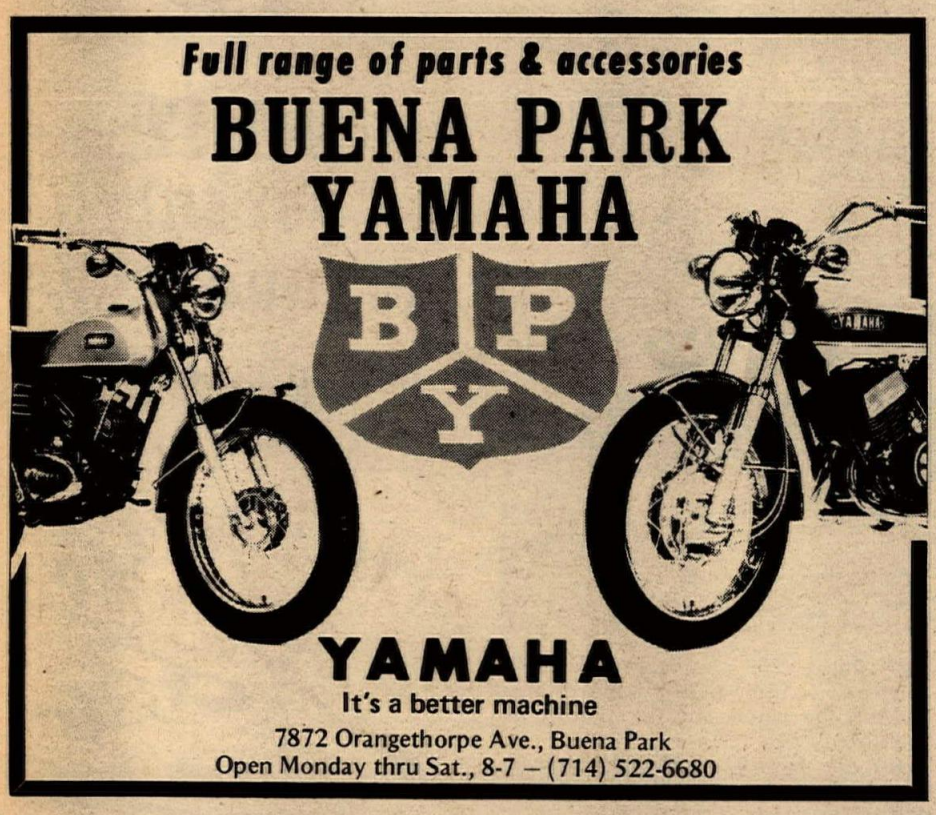
2.) Also as when working on the carb or oil pump, the right-hand cover is taken away by removing the five Phillips screws (arrows) as shown. If these are in so tight as to damage them when removing them, an 'impact driver' should be used. If you have never used one of these, they are worth their weight in gold; ask your dealer to show you how they work.



3.) With the cover removed, this is what will confront you in the clutch area. In the center of this mounting triangle is the adjusting screw with a lock nut. As this adjuster is threaded in, it takes up slack in the clutch actuating mechanism and moves the arm securing the cable downward. Back off the lock nut two or three turns with a 10mm wrench.



4.) Now hold the nut in position and with a screw driver, run the adjuster screw down until you feel it take up all the slack. This can be felt as a resistance to turning it easily. When it has bottomed, turn it ONE MORE FULL TURN to make sure you have taken up all the cable slack, then BACK IF OFF TWO FULL TURNS, still holding the lock nut stationary. Now run it down with just a light feel on the screw driver, when the resistance is felt this time, STOP, now BACK IT OFF 1/8 turn so the adjuster is not pressing against the clutch (if it has pressure, it may cause the clutch to slip). Now, holding the adjuster in position with the screw driver, tighten down the lock nut. Next, take out the cable slack (if any) that is left with the adjuster at the top of the case. You must leave a little so that you have the correct free-play at the lever. Button the cover back up and you should have all of the handlebar adjustment to go again before you have to go into the case again.



"NEW SPEEDWAY TRACK"

A new Class A Speedway track will be opening Tuesday, June 15, at the scenic Ventura County Fairgrounds.

The promoters, Golden State Speedway Corp., have put together a beautiful track, slightly larger than any presently running. The track and spectator facilities should prove to be one of the best.

The program will feature all of the top United States riders and some foreign stars as well.

Good news for the riders is a non-deductible insurance.

Riders and spectators wishing more information can call (213) 630-1155.

OFF ROAD GROUP MEETS IN SAN DIEGO

By Bill Harmer

Three new prospective off-road riding areas which are under study by the San Diego County Supervisors along with the type of area proposed and the estimated cost of readying each area were disclosed at a recent Off Road Vehicle Institute (ORVI) meeting in San Diego, Calif. They are: Cactus Park, 50 acres near Lakeside which will cost $44,500 to ready for off road recreation; Sycamore recreation area, also near Lakeside, which is estimated will cost $32,000 to prepare; and Ocotillo Wells in Borrego desert, which will have a proposed space for 400 campers, and will cost $57,500 to prepare the facilities for off road recreation.

Two privately operated locations were announced that are now accepting motorcyclists at reasonable fees one has an extensive race course. They are: Four Corners, in the Ramona area and the area East of highway 395 in Miramar.

The San Diego Motorcycle dealers have presented ORVI with 4 motorcycles which are to be given away at Southbay Speedway during motorcycle races on July 2nd and Sept. 12th. You may join ORVI for the regular $2 annual fee and receive a chance on a motorcycle free or you may make a donation to ORVI and receive a ticket. All proceeds will be used to meet the expenses of the organization. The four bikes are Yamaha, Honda, Kawasaki and Suzuki.

In order to impress upon the ORVI members their importance as a lobby group as motorcyclists, a brief review of the compendium, "THE MOTORCYCLE INDUSTRY IN CALIFORNIA" was presented. Some of the most impressive economic figures were; in 1970 the sales of motorcycles, parts, accessories and service amounted to $131,000,000.00. The total amount contributed to the economy of the state amounted to $533,310,000.00 in 1970. Total registration fees for new motorcycles in 1970 was $12,354,080.00. Other disclosures were equally as impressive and it is obvious that with that kind of an impression on the State's economy, letters and telegrams from motorcyclists, voicing their unified opinion on adverse legislation will be heeded.

It was also voiced that when addressing letters to government representatives that a simple hand written note will be heeded more than a professionally composed, mimeographed form letter and it was urged that all ORVI members take this into consideration when writing their representatives; local, State or National.

The next meeting of ORVI will be held at the Valley Room of the Mission Valley Inn at 7:30 p.m. on Thurs., June 17. All owners and riders of off road vehicles are urged to attend and give their support to a group that means to get things done by doing something about them rather than just talking.

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Make checks payable to: Claude Osteen's M/B Park.

Classes:	Under 5 races	Over 5 races
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	125	125
	175	175
	250	250
practice 8-9	500	500
First race 9:30	10 entries make a class	

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Castrol 600 at Sprockets Track

By Carol Witt
Photo by Karen Hartman

WICHITA, KAN., May 23, 1971 – The second annual "Castrol 600" race, run at the Sprocket's track and sponsored by Art McNew Castrol Distributing Co. with the aid of the Sprocket's club members, paid first place $100 down to $5 for sixth. Riders from Oklahoma, Texas, Kansas, and Michigan turned up for the events. Spectators filled the grandstand and lined the fences and covered the infield. No Junior classes were run, making the 55 racers all Seniors.

Gary Clement won the first two motos, with a second for the third, and won first place for the 125 class with a resounding 1100 points. Marvin Whitham came in second for the day with a seventh, a second and a first, with a total of 795, and Pat Chapman had a second and two thirds, giving him a total of 750. Out of a total of 23 riders, 13 failed to finish the race due to mechanical problems.

Sixteen-year-old Gary Witt did it again by running away from his competition on his 250 Yamaha. First off the line and holding this spot all three motos, he came in for the overall win. Local Dan Driskill (CZ) who has been away from the track for a while, took second place with a third and two seconds with 825 points. Nick Warren (Ossa) was third.

In the third heat of this moto, the first four riders were quick off the line, and it was a good thing. Fifty yards from the starting line, the remaining riders had one glorious pile up, and it was a miracle that no one was hurt, and all riders were back up by the time the leaders had made it around the track again.

The Open class was the race of the day with the battle of the 400 Maicos between Gary Schaper, Bill LeValley, and Mike Krebs. Krebs won the first heat, Schaper got second and Gene Engberg got third. LeValley lost out on this heat, having fallen in a mud hole, but came in first for the second heat, with Krebs second and Enberg third. Schaper lost a chain in this heat, placing way down the line.

In the final heat, every thing broke loose with everyone battling for first. Krebs had his fair share of troubles, barely missing a tree but knocking a tire hanging from the tree loose, and rolling it along side of him, causing another rider to veer from his regular pathway. LeValley grabbed first and held it to the last lap when Krebs, working his way up, passing him in the closing seconds of the race, taking first for the day. LeValley scored second and Engberg third; fourth went to Schaper.

(Results on page 28)

ANOTHER NEW AFM CLASS

The L.A. Chapter of the American Federation of Motorcyclists has initiated another class. The "Super Street" class was formed to accommodate the street rider whose machine has been modified past the production bike regulations but is hardly competitive in the Grand Prix classes. The only rule is that the bike must be street legal. Period.

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JR. $5

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Large Trophies to Juniors
Patches to all finishers

1st Race 10 am **Classes** Gate open 7 am

0-125 126-250 251-Open

JUNE 13
250 & Open SR.
Open JR.
Post entry:
SR. $10
JR. $7

NAME _____ ADDRESS _____
CITY _____ PHONE _____ ZIP _____
AGE _____ TYPE OF CYCLE _____

(Circle as Indicated)
CLASS: JUNIOR – SENIOR
EVENT: 125 250 OPEN
NUMBER: _____

* IF YOU DON'T HAVE AN ISSUED NUMBER, WRITE "PIE-PLATE" IN BOX AND PICK-UP ISSUED NUMBER AT TRACK ON RACE DAY . . . ALL ENTRANTS MUST CHECK-IN AT SIGN UP STAND ON A.M. OF RACE DAY.

"JUNIOR AM" P.O. BOX 1132, VENTURA, 93001 Entries close June 10

INCOMPLETE REGISTRATION VOIDS ENTRY

THE UNDERSIGNED ENTRANT ACKNOWLEDGES THAT THEY ASSUME ALL RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO ATTENDANCE AND PARTICIPATION IN THIS EVENT AND SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE BAY MARE RACETRACK, SPONSORING CLUB OR ORGANIZATION AND OWNERS OF REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

IF ENTRANT IS UNDER 21, PARENT OR GUARDIAN MUST SIGN ENTRY AND IN DOING SO, ACKNOWLEDGES CONSENT TO TERMS OF ENTRY.

SIGNATURE OF ENTRANT: _____ PARENT OR GUARDIAN (if under 21) _____

STATEMENT OF NOTARY
(Required for applicants under 21 years of age)

I, _____ (Parent or Guardian's name), being of legal age, do hereby Certify that I am the _____ (Father, Mother, Guardian) of _____ (Applicant's name), a minor. I further sayeth that I hereby give my consent for said _____ (Applicant's name) _____, minor, to compete in Bay Mare Grand Prix, hereby releasing the Bay Mare Racing Assoc., property owners, for any and all liabilities. This statement of consent if valid through June 13; of year date below.

Dated this _____ day of _____ 19 _____
(Parent or Guardian's signature)

STATE OF CALIFORNIA COUNTY OF _____

On _____ (Date), before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____ (Parent or Guardian's name), known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ (He or She) executed the same. _____

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____ Notary Public in and for said County and State

Mail entries to: Bay Mare Racing Association
P.O. Box 371, Somis, Calif. 93066
Info: (805) 529-1872

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FRIDAY, JUNE 11

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Please reserve _____ booths at $5.00 per Booth _____
Name or Firm _____
Address _____
City _____ Phone _____
Total $ _____ enclosed _____
Signed _____

TT SCRAMBLES
Sonoma-Marin Co. Fairgrnds.
Sonoma Co. Sport Cycle Assn.
Petaluma, Calif.
May 22, 1971
By Dick Sorensen

100 NOVICE
Jim Coates Yam
George Leet Yam
125 JR/EX.
Larry Drew Bul
Ken Carli Bul
Dan Leet Yam
125 NOVICE
Larry Rider Bul
Jerry Stonebraker Yam
175 NOVICE
Mark Dunaway Yam
Mike Fleming Kaw
200 NOVICE
Terry Otton Bul
David Haughs Bul
175/200 JUNIOR
Jerry Simpson Oss
Dale Stetler Bul
250 NOVICE
Larry Birkhofer Oss
Larry Athanas Mon
Steve Birkhofer Bul
250 JR.
Robert Hunt Bul
Skip Doolittle Bul
Tom Fury Bul
250 EX.
Larry Drew Bul
Dennis Robinson Bul
OPEN NOV.
Ken Johnson AJS
Jerry Fracchia Mai
OPEN JR/EX.
Ron Dotson Tri
Gary Newman Tri
Larry Uraldi Bul

SPORTSMAN TT
American Canyon M.C.
Vallejo, Calif.
May 28, 1971
By Dick Sorensen

100 NOV.
Jim Coates Yam
Mike Jennings Kaw
100 JR/EX.
Mike Allen Kaw
Bill Calicura Hon
125 NOV.
Mark Asbill Yam
Del Smith Car
Larry Rider Bul
125 JR/EX.
Larry Drew Bul
Dan Leet Yam
175 NOV.
Mark Dunaway Yam
Ed Jacques Hon
Kel Deener Bul
200 NOV.
Dave Haughs Bul
Mark Asbill Bul
200 JR.
78H —
Dana Perri Bul
Norman Denny Bul
250 NOV.
Del Smith Bul
J. Mcilmoyle Bul
George Keeran Kaw
250 JR.
Tom Fiori Bul
Gary Leopold Yam
L. Gulzow DKW
250 EX.
Larry Drew Bul
John Gennai Oss
Bill Trumbull Yam
350 NOV.
Phil DeCann Hon
Ross Roc Ross Hon
500 NOV.
D. Masse Yam
Dare Sovza Bul
500 JR.
Gary Newman Tri
Mark Jensen Bul
500 EX.
John Hall Hon
Vic Sloan Mon
Jim Saitone Mai
650 NOV.
Lee Gillaspey BSA
Dale Keltie Tri
650 JR.
Sonny Victor Tri
Dave Fridiani Tri
650 EX.
Rod Norgaard BSA
Mike Sarandria Tri

BENEFIT MOTOCROSS
for Christianson-Teel
Corona Motorpark
Corona, Calif.
May 23, 1971
By Elaine Jones

POLICE OFFICERS
Harry Bachelor Yam
Scott Albuth —
Thomas Buckingham Yam
Jack Bray —
Bob Kelley H-D
100cc NOV.
Paul Vaccarello —
Corky Bellah Kaw
Randall Grizzie Hod
125cc NOV.
Walter Sharp Yam
Steve Dickson Ric
Ken Carpenter Yam
250cc DIV. I
Gary Whitehead Oss
Brian King Hus
Bill Harris Oss

MOTOCROSS
Placerville, Calif.
May 30-31, 1971
By Bruce C. Young

SUNDAY
100 NOV. DIV. I
Charlie Marshall Hon
Brad Myers Hon
Kim Addinson Suz
125 NOV. DIV. I
Rick Clements Pen
Guy Marcom Yam
Val Wynn DKW
125 NOV. DIV. II
Bearry Anderson Yam
Brad Visman DKW
Richard See DKW
125 NOV. DIV. III
Jim Kern Pen
Loren Olson DKW
Greg Nibbelick Yam
250 NOV. DIV. I
Scott Pepper CZ
Mark LaRue CZ
Mike Clancy CZ
250 NOV. DIV. II
Orv Shultz CZ
Chuck Tanland Hus
Bryan Wethington Hus
250 NOV. DIV. III
Greg Gilmore Hus
Jerry Vesmon Hus
Vern Weldy Hus
OPEN NOV. DIV' I
Doyle Jester Mai
Allan Hanson Mai
Greg Person Hus
OPEN NOV. DIV. II
Chuck Tanlund Hus
Dan Calhoun Hus
Martin Feaver CZ
125 JR/EX.
Kevin Henry DKW
Ken Garrard Yam
Paul Orlandi DKW
250 JR/EX.
Greg Hubbs Bul
Bill Daane Bul
Lonnie Forman Hus
OPEN JR/EX.
Don Stover Hus
Jay DeBeaubin BSA
Ken Garrard Yam
MONDAY
100 NOV. DIV.
Charlie Marshall Hon
Jeff Sutton Hon
125 NOV. DIV. I
Keith Wiggon Pen
Fred Spenser Bul
Greg Orme Puc
125 NOV. DIV. II
Rick Clements Pen
Greg Greener Bul
Val Wynn DKW
250 NOV. DIV. I
Orv Schultz CZ
Gary Fontanne Ric
Daon Sanders CZ
250 NOV. DIV. II
Scott Pepper CZ
Mark LaRue CZ
Mike Clancy CZ
250 NOV. DIV. III
Steve Casper Oss
Didley Linhart CZ
Mike Freman Oss
OPEN NOV. DIV. I
Doyle Jester Mai
Martin Feaver CZ
OPEN NOV' DIV. II
Buss Presser CZ
Allan Hanson Mai
125 JR/EX.
Kevin Henry Pen
Ken Garrard Yam
250 JR/EX.
Greg Hubbs Bul
Lonnie Forman Hus
Chris Carter Mai
OPEN JR/EX.
Don Stover Hus
Martin Helzer CZ
Lonnie Forman Hus

250cc DIV. II
Ken Bowser CZ
Eric Stommer —
Brad Stalcup Yam
OPEN CLASS
Jim Fishback CZ
Gary Whitehead Oss
Bill Harris Oss
MINI-BIKE I
Ricky Hart Yam
Jim Beck SST
Eddy Gettis Yam
MINI-BIKE II
Dorothy Frost Mav
Rick Danielson Fox
Fred Conover Kaw
MINI-BIKE III
Chuck Hoops Hon
Robert Fox Hon
Doug Reynolds Chi
MINI-BIKE IV
David Jones Hon
Shelby Shamblin Duc
Todd Brachen —

MOTOCROSS
Larry Fessenden Memorial
Lompoc Slo-Pokes M.C.
Santa Maria, Calif.
May 30-31, 1971
By Margaret Earnest

SUNDAY
OPEN SR.
Bob Grossi Hus
Russ Darnell Suz
Jim West Hus
OPEN JR.
Clyde Ross CZ
Mike Beanway CZ
Ray Dally Mai
250cc SR.
Bob Grossi Hus
Dennis Law CZ
Doug Grant AJS
250cc NOV.
Jef Harriott CZ
Rex Brown CZ
Mike Beanway CZ
125cc SR.
Greg Higgins Bul
Mike David DKW
Jim Robertson A-E
125cc NOV.
Bert Solomon Suz
Gerald Corbaley Yam
Brett Yager Bul
100cc NOV.
Harry Miller Ric
Peter Pangburn Hod
Jeff Hantz Suz
POWDER PUFF
Cherry Stockton Bul
Carol Davis DKW
Linda Hale Yam
MONDAY
POWDER PUFF
Kathy Montgomery Hod
Linda Hale Yam
Sue Bowen Suz
100cc NOV.
Terry Corbaley Hon
David Barber Suz
Jeff Hantz Suz
125cc NOV.
Gerald Corbaley Yam
John Oliver DKW
Allen Hinrkhs Yam
125cc SR.
Mike David DKW
Ricky Long Yam
Vincent Clark Yam
250cc NOV.
Sherman Schneller CZ
David Czerwinski Mai
Mike Anderson AJS
250cc SR.
John Dallaire Mai
Jeff Little AJS
Billy Woods CZ
OPEN NOV.
Randy Merrick Hus
Milton Carlson Hus
Gary Montgomery Hus
OPEN SR.
Russ Darnell Suz
Steve Muscatell Hus

SCRAMBLES
Hayward, Cal.
May 22, 1971
Bill Bill Spencer

100 NOV.
Geo. Mancebo Kaw
Randy Gibbs Kaw
Bruce Hanlow Hod
100cc JR/EX.
Alex Jorgensen Kaw
Mike Allen Kaw
125cc NOV.
Mike Moore Bul
Garry Benefield Yam
Kevin Alsterlind Yam
125 JR/EX.
Geo. Combs Yam
Steve Langston Suz
175 NOV.
Kelvin Deemer Bul
Steve Moulton Bul
200 NOV.
Ron Kole Bul
Larry Schenk Suz
200 JR.
Dana Perri Bul
Chuck Miller Bri
Rich Brownie Bul
250 "A" NOV.
Steve Shaw Mon
Harry Jordan BSA
John Randolph Yam
250 "B" NOV.
Neil McGregor Oss
Roland Kutaka Oss
Del Smith Met
250 JR.
Rod Clark Bul
Randy Searl Bul
Mark Jensen Bul
250 EX.
John Gennai Bul
Bill Groce Bul
John Hlebo Yam
350 NOV.
Phil Salano Hon
Mike Menisini Hon
Russ Barrett Hon
350 JR.
Rich Porter Bul
Craig Rodgers Kaw
500 NOV.
Steve Shaw Mon
Larry Schenk Suz
Fred Mason Tri
500 JR.
Dick Anderson Tri
Dennis Tomberlin Bul
Gary Vanderpool Yam
500 Ex.
John Redmond Mon
Mike Van Lienden Mon
Brian O'Hagan Mon
650 NOV.
Mitch Numez Tri
Don Porter BSA
650 JR.
Gary Hilton BSA
Roy Geddie BSA
650 EX.
Fred Cziska Tri
Rick Otto Tri
Dan Hughes Tri

SCRAMBLES
Porterville Spinners
Tulare, Calif.
May 28, 1971
By Sportphoto

50cc JUNIOR
Bill Ritchey Suz
Kirby Shropshire Suz
Kirk Lessley Yam
100cc NOV.
Randy Rhodes Suz
Frank Martin Suz
Ron Lessley Suz
100cc JR/EX.
Jack Jones Suz
Tom Jones Yam
Bill Johnson Suz
125cc NOV.
Eric Gifford Yam
Brian Scott Yam
Roger Mathews Kaw
125cc JR.
John Hargrove Yam
Mike Keith Yam
Mike Lessley Kaw
125cc EX.
Kyle Lessley Yam
Bruce Baesemann Bul
George Beckett Bul
200cc NOV.
Steve Gray Kaw
David Pittman Bul
Chet Hefford —
200cc JR.
Tom Jones Bul
Bob Williamson Bul
Jerry Lessley Bul
250cc NOV
Jim Buenafe Oss
Wally Kinchen Mon
Mark Ives Bul
250cc JR.
Lyle Moore Bul
Wayne Howard Mon
David Hodges Oss
250cc EX.
Jim Keener Bul
Steve Snider Bul
Rich Pereira Bul
500cc NOV.
Steve Gray Mon
Gary Colbert Mai
Tony McDowell Mon
500cc JR.
Earl Bachant Bul
Tim Conklin BSA
Russ Barnett Bul
500cc EX.
Jack Jones Suz
Jim Keener Yam
Tim Thomas Mon
OPEN JR.
Bob Young BSA
Ken Hansen Tri
Bud Wall Tri
OPEN EX.
Rick Newby Tri
Jim McCracken Ric
Carroll Jackson Tri

SCRAMBLES
Hollister, Calif.
May 31, 1971
By Bill Spencer

100 NOV.
Jim Ferguson Hos
Ron Alsop Hod
Chuck Erlenbah Hon
125 NOV.
Mike Moore Bul
Chuck Kole Bul
Matt Rohr Yam
125 JR.
Mike Allen Kaw
Carl Blackledge Bul
175 NOV.
Neal Cloud Yam
Wayne Hains Hon
200 NOV.
Bob Marenghi Bul
Mike Brown Bul
200 JR.
C. Miller —
Jim Roach —
Bill Underwood Bul
250 NOV.
Jeff Hlebo Yam
Scott Williams Yam
Neil MacGregor Oss
250 JR.
Don Franco Bul
Wayne Farrell Bul
John Felix Yam
250 EX.
John Gennai Bul
Rick Hocking Bul
Pat Brown Bul
350 NOV.
Hector Cisneros Hon
Gerry Stinson Hon
Ed Nunez Hon
350 JR.
Tom Seidle Hon
Roger Newman Hon
500 NOV.
Monty Tavares Hon
Little Williams Tri
Gary Stevenson —
500 JR.
Ronnie Johnson Suz
Danny Jensen Suz
500 EX.
Rick Hocking Bul
Craig Filmer Mon
Mike VanLienden Mon
650 NOV.
Mark Maroney Tri
Cliff Servetti Nor
650 JR.
Tony Gonzalez Tri
Henry Sanchez Tri
Raul Sanchez Tri
650 EX.
Dave Bellina Tri
John Gennai Tri
Ron Talbot Tri

MOTOCROSS
Lions M.C.
4-Corners Motorcycle Park
El Cajon, Cal.
May 16, 1971

125 EXPERT
Eric Crippa DKW
Bob Silverthorn Bul
Eddie Foland Yam
POWDER PUFF
Dyan Eccker Yam
Carol Gooding Ric
Rhonda Hollenbeck Mai
250 AM.
Terry Mendel CZ
Jose Casillas Bul
Bill Clucas CZ
250 EX.
Don Horton Mai
Dave Johnson Yam
Carl Berggren Hus
FIRST OPEN EX.
Bill Silverthorn Hus
Gary Johnson AJS
James Cotton Mai
2nd OPEN EX.
Curt Smith CZ
Brad Brown CZ
Bruce Torbett CZ
100 NOVICE
James Royle M-B
Mike Johnson Bul
Craig Johnson Kaw
FIRST 125 NOV.
Brad Smith Suz
Jim Buchanan DKW
Max Dutton Yam
2nd 125 NOV.
Roald Dandy Yam
Mark Jackson Suz
Richard Bowles DKW
FIRST 250 NOV.
Chip Howell Hus
David Torbett CZ
Bruce Shepard Hus
2nd 250 NOV.
Roger House Mon
Ken Martin Hus
Ken Craw Oss
OPEN NOV.
Charles Collins Mai
Dave Vick Hus
Paul Nachant Hus

SCRAMBLES
Lucky Spokes M.C.
Brush Prairie, Wash. (P)
May 23, 1971
By N. A. Williams

MINI BIKE
Little Wheel Moto
Ken Celorie Kaw
Mike Thompson —
BIG WHEEL MOTO
Mike Thompson Yam
Donnie Gore Yam
100cc BEG. MOTO
Butch Keksi Kaw
Jeff Celorie Kaw
100cc TROPHY DASH
Rupert Dykstra Kaw
A MAIN
Rupert Dykstra Kaw
Jim Curtis Kaw
Ricky Graves Kaw
100cc
B MAIN
Brad Smith Yam
Adron Lewis Kaw
C MAIN
John Allan Kaw
D MAIN
Mike Sullivan Hod
200 TROPHY DASH
Jim Curtis Bul
A MAIN
Jim Curtis Bul
Dan Faber Bul
Gary Noren Yam
B MAIN
Rex Rigby Kaw
Max Eisenbraun Yam
C MAIN
Mikey Pfieffer Kaw
250cc TROPHY DASH
Allan Mundt Kaw
A MAIN
Allan Mundt Kaw
Ricky Graves Bul
Doug Lien Bul
B MAIN
Jeff Yaw Kaw
Gerry Gilles Kaw
C MAIN
Greg Covlin Kaw
500cc TROPHY DASH
Doc Harmon Kaw
A MAIN
Howard Bushman BSA
Brian Mosley Yam
Doc Harmon Kaw
B MAIN
Jim Walden Yam
Mike Stewart Tri
OPEN CLASS T.D.
Milt Fridley Tri
A MAIN
Ed Richardson Tri
Henry Schram Tri
Milt Fridley Tri
B MAIN
Bob Kaseweter BSA
Ed Tanner Tri

SCRAMBLES
Nev. Trailblazers M.C.
Reno, Nevada
May 31, 1971

100cc NOV.
Stan Pochop Bul
John Day Bul
Donnie May —
125cc NOV.
Ronald Dramer Yam
Robert Gardner Yam
Frederick Butler Yam
125cc JR/EX.
John Vance Bul
Manuel Grummett Suz
200cc NOV.
Bill Lambert —
Joe Hathaway Yam
200cc JR.
Phil Carando —
Jack Pine Kaw
250cc NOV.
Butch Renovich —
Mike Hardy —
Poyglas Sullivan —
250cc JR.
Rich MacMurray Yam
Doug Harrison Mai
250 EX.
Windy Foreman Yam
John Cunningham Mon

MOTOCROSS
Deadman's Point
Apple Valley, Calif.
May 29-30, 1971
By Dave Brown

SATURDAY
100 JR. DIV. I
D. Fletcher Yam
N. Wyckoff Kaw
S. Crawford Hod
100 JR. DIV. II
W. Pollock Suz
T. Hollos Suz
G. Little Hod
100 JR. DIV. III
R. Boten Yam
D. Meyer Yam
C. Jones Kaw
100 JR. DIV. IV
G. Poppett Hon
J. Burr Hon
J. Atwood Hod
125 JR. DIV. I
H. Hrynkiewicz Bul
R. Acevedo Bul
K. Acevedo Bul
125 JR. DIV. II
D. Donato DKW
L. Peterson CZ
B. Alderman DKW
125 JR. DIV. III
J. Rich Suz
K. Hirchert Yam
J. Elliot Bul
250 JR. DIV. I
H. Fletcher Hus
R. Burns Oss
B. Nelson Hus
250 JR. DIV. II
D. Bakkedahl CZ
B. Wilkerson Oss
J. Powers Bul
250 JR. DIV. III
J. Lewis Hus
K. Mathis Yam
K. Hirchert AJS
500 JR. DIV. I
L. Samuelson Mon
D. Bakkedahl —
M. Mullen Yam
500 JR. DIV. II
B. Breker Hus
R. Duncan CZ
M. Crawford Hus
500 JR. DIV. III
B. Harver Hus
J. Vissering Hus
J. Billings Hus
POWDER PUFF
T. Hogue Yam
K. Martin Mon
C. Travis Yam
100 INT.
J. Ragsdale Suz
J. Rich Suz
125 INT.
D. Gattan Yam
B. McMartin Yam
250 INT.
G. Cochell Bul
D. Dickens CZ
500 INT.
D. Brecker Hus
SUNDAY
POWDER PUFF
P. Willmon Yam
C. Travis Yam
J. Peterson Yam
100 JR. DIV. I
J. Riggi Hod
N. Wyckoff Kaw
S. Flanders Suz
100 JR. DIV. II
R. Boten Yam
G. Black Hod
D. Meyer Yam
100 JR. DIV. III
W. Pollock Suz
D. Fletcher Yam
G. Little Hod
125 JR. DIV. I
J. Rich Suz
D. Donato DKW
D. Blalock Suz
125 JR. DIV. II
S. Graham Puc
J. Riggi Ric
R. Hoff DKW
250 JR. DIV. I
M. Samuelson Mon
R. Kaeding AJS
B. Hufnagle Hus
250 JR. DIV. II
B. Wilkerson Oss
D. Bakkedahl CZ
B. Stelway CZ
250 JR. DIV. III
K. Graham Oss
D. Chandler Mai
S. Milliken Bul
500 JR. DIV. I
D. Bakkedahl CZ
J. Ojala Hus
B. Nelson Mon
500 JR. DIV. II
G. Winkel Hus
R. Duncan CZ
M. Vandenekart Yam
250 INT.
M. Faulkner Hus
D. Boydstrum Mai
500 INT.
J. Flores Hus
100 INT.
J. Ragsdale Suz
125 INT.
D. Grattan Yam
B. McMartin Yam
125 SR.
S. Hoffee Bul
L. Watkins DKW
G. Bevans Yam
100 SR.
L. Petersen Kaw
L. Brimer Hod
J. Flores Hod
250 SR.
G. Lund Ric
J. Willmon CZ
D. Williams Yam
500 SR.
R. Norgaard CZ
L. Watkins Suz
G. Lund —

500/OPEN NOV.
Pat Gourley Tri
Steve Spive BSA
Jack Nash Mon
500/OPEN JR.
Manuel Crummett Suz
Dave Brant BSA
500/OPEN EX.
Charlie Stewart Tri
Barclay Trehal BSA

HRA TT/HALF-MILE
395 Cycle Park
Adelanto, Calif.
June 6, 1971
By Woody Schamel

100 NOV. TT
Craig Johnson Kaw
Terry Stannart Kaw
Chris Moreland Kaw
125 NOV. TT
Gary Kaufield Yam
Vern Maxwell Bul
David Surles Yam
250 NOV. TT
Richard Lizardo Bul
Tony Herrera Bul
Jeff Cesmat Bul
OPEN NOV. TT
Dave Yarijan Tri
Brian McMillan Yam
Jon Talarico Tri
100X TT
Ricahrd Seveaney Kaw
Mike Laney Hod
Wayne Whistnant Kaw
125X TT
Earl O. Roloff Yam
Ed Mitchell Yam
Richard Seaney Kaw
250X TT
Ed Mitchell Yam
Carrol Heiland Bul
Earl Roloff Yam
OPEN X TT
Don Emmons BSA
Richard Sweany Kaw
John Fairs Tri
125 ½ MILE
Ed Mitchell Yam
Mike Laney Hod
Earl Roloff Yam
250 ½ MILE
Carrol Heighland Bul
Jeff Cesmat Bul
Mike Thomas Oss
OPEN ½ MILE
Don Emmons BSA
Jon Talarico Tri
Brian McMillan Yam

AMA NATIONAL
20-Lap Half-Mile
Louisville, Ky.
June 5, 1971
By Don Woods

9:09.24
Dave Sehl H-D
Larry Darr H-D
Jack Warren Nor
Jody Nicholas Nor
Dave Aldana BSA
Jim Rice BSA
Doug Sehl Tri
Ronnie Rall BSA
Gene Romero Tri
Al Gaskill Nor
Dick Mann BSA
Dave Smith Tri
14 LAP 6:28.27
Randy Scott Tri
Carl LdBlanc BSA
Keith Ulicki H-D
James Zeigler H-D
Larry Vetter BSA
Kenny Roberts Yam
Mickey Greene H-D
Joe Potter H-D
Tim Hazen BSA
Gary Scott Tri
Maurice Fraser Tri
Frederick Ley Tri

TEAM MOTOCROSS
Indian Dunes Park
Valencia, Calif.
May 30-31, 1971
By John Grout

SUNDAY
100cc
Tom Zahnter/ Tom Pinneri Hod
Jim Dawson/Steve Pinneri
Bruce McDougal/ Brad McKee
Jim Fenton/ M. Morrison
Glen Blackwell/ Chris Alberts
Bruce Parafiorito/ Steve Brown
Dave Garber/Tim Ryan
Mike Bacich/ Paul Kaitz
Ron Soyka/Leo Robertson
Steve Herron/Randy Schwalenberg
125cc
Dave Rodgers/Ken Zart Bul
Ed Cole/Wayne Cook
Ray Byers/Rick Salmon
David Kolbe/Jim O'Neal
Bruce McDougal/ Brad McKee
500cc
John Rice/Jim MacDonald Mai
Mark Nohn/Chuck Hecker
DE Smead/Mark Shook
Jeff Wecker/Dick McDonald
Ron DeSoto/George Earl

SPEEDWAY
Orange Co. Fairgrnds.
Costa Mesa, Cal.
June 4, 1971
By Mike Capalite

1st DIV. III FINAL
MIke Curoso JAP
Danny Becker Jaw
Dave McMahon Jaw
2nd DIV. III FINAL
Kurt Lewis Jaw
Steve Stricklin Jaw
Ron Stewart Jaw
FEATURE MATCH RACE
Bill Cody Jaw
Dave Gifford Jaw
DIV. II MAIN EVENT
Sumner McKnight JAP
Ed Williams Jaw
Nick Nicolaides JAP
HANDICAP CON.
Scott Autrey Jaw
Chuck Hatcher Jaw
Larry Moon JAP
HANDICAP MAIN EVENT
Ruben Benites Jaw
Rick Woods Jaw
Jim Nicholson Jaw
SCRATCH CON.
Larry Shaw Jaw
Steve Bast Jaw
Bill Cody Jaw
Dave Gifford Jaw
SCRATCH MAIN EVENT
Mike Bast Jaw
Sonny Nutter Jaw
Mike Konle Jaw
Rick Woods Jaw

TT & SHORT TRACK
Ascot Park
Gardena, Calif.
June 4, 1971

HEAT WINNERS
Dallas Baker Oss
Johnny Isaacs Yam
Steve Nichols Yam
Scott Brelsford Yam
SEMI WINNERS
Dallas Baker Oss
Scott Brelsford Yam
10-LAP FINAL
Scott Brelsford Yam
Dallas Baker Oss
Johnny Isaacs Yam
Ron Powell Bul
Gary Caldwell Bul
Carroll Heiland Bul
Chuck Hart H-D
Steve Nichols Yam

TT
10 LAP COMBINED
Skip Van Leeuwen Tri
Dusty Coppage Yam
Rick Newby Tri
Stu Posey Tri
Don Dudek Tri
Earl Barker BSA
Ray Vanderpool Tri
Steve Ellsworth Tri
Ron Moore Tri
Guy Smith Tri
Loyal Penn Tro
Al Baker Tri

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Van Nuys, Cal. 91406
213 – 785-5336

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(714) 630-1821
1164 C FOUNTAIN WAY, ANAHEIM CALIF. 92806

TROPHY Pick Up

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BUSHMASTER TROPHIES
If you have a trophy (pre May 16, 1971) it must be picked up before July 26, 1971 or you forfeit it! Please pick them up! Write: Duane Brooks, 428 N. 8th St. Banning, Calif. 92220.

RESULTS

TT SCRAMBLES
Richmond Ramblers M.C.
Vallejo Speedway
Vallejo, Calif.
May 23, 1971
By James Brammer

100cc NOV. FINAL
John Furtado Kaw
Mike Russito Kaw
Larry Montgomery Hod
125cc NOV. FINAL
Larry Rider Bul
Mark Yarrow Yam
175cc NOV. FINAL
Mark Dunaway Ric
Eddie Jacques Hon
Rich Parkinson Kaw
200cc NOV. FINAL
Robert Vaughan Bul
Dave Dotson Bul
Steve Powell Bul
250cc NOV. FINAL
Roger Robinson Bul
Del Smith Ric
Lee Gillaspie Bul
350cc NOV. FINAL
Al King Hon
Dennis King Hon
500cc NOV. FINAL
Kent Johnson AJS
Stephen Adams Bul
Lee Gillaspie BSA
200cc JR. FINAL
John Hearne Bul
Jim Vaughn Bul
250cc JR. FINAL
Mark Lane Bul
Dennis Tomberlin Bul
650cc JR. FINAL
Gary Newman Tri
Ron Dotson Tri
Dennis Tomberlin Tri
250cc EXPERT FINAL
Bill Trumbull Yam
Roger Brunel Bul
Larry Drew Yam
650cc EX. FINAL
Ken Helling Tri
Don Brumbelow Tri
James Kimura —
AUS. PURSUIT RACE
Ken Helling Tri
John Furtado Kaw

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
May 27, 1971
By Gary Schmythe

100 JR.
R. Bean Suz
B. Doornbos Hon
B. Stem Hod
125 JR.
L. Quintard Yam
J. Steeber Yam
T. Blum Mon
250 JR.
J. Vandergeest CZ
M. Horstman CZ
D. O'Haver Oss
500 JR.
T. Simpson Ric
D. McKee Mai
J. Dykes Gre
125 EXPERT
Bruce Baron Ric
Jeff Wright Ric
Terry Clark H-D
250 EXPERT
Bruce Baron Ric
Glen Lund Ric
Scott Hoffee Bul
500 EXPERT
John DeSoto Mai
Tim Hart Mai
Mike Cram Mai

PRO TT
Graham Speedway
Graham, Wash.
May 21, 1971
By Mason Soresen

EX. TROPHY DASH
Don McLeod Tri
EXPERT MAIN
Dick Waller Tri
Emil Ahola Tri
John Bromley H-D
Greg Morris Tri
JR. TROPHY DASH
Dave Whitstett Tri
JUNIOR MAIN
Don Lipp Yam
Mark Nimick H-D
Randy Skiver Tri
Dick Wascher Tri
NOV. TROPHY DASH
Sam Martin Bul
NOVICE MAIN
Steve Baker Yam
Sam Martin Bul
Jim Einarsson H-D
Gary Swendt Bul

SPEEDWAY SHORT TRACK
Cycleland
May 29, 1971
By J. Noffsinger

B MAINS
100cc
John Arseniak Bul
Jerry Francis Hon
David Torres —
200cc
Jeff Damon Bul
Mike Cordoza Bul
Gene Mendes Bul
250cc
Bob Ross Oss
Bob Ballinger Yam
Doug Sullivan —
SCRATCH MAINS
100cc
Tom Southam Bul
200cc
Jeff Davidson Bul
250cc
Rick Hocking Bul
HANDICAP MAINS
100cc
John Arseniak Bul
Brad Johnson Yam
Jerry Francis Hon
200cc
Ron McGill Bul
Jeff Damon Bul
Jeff Davison Bul
250cc
Bob Ross Oss
Rick HOcking Bul
Ron Alves Bul
EXPERT MAIN
Rick Hocking Bul
Rollen Eskew Yam
Dave Veffrado Bul

MOTOCROSS
Castrol 600
Wichita, Kansas
May 23, 1971
By Carol Witt

125cc
Gary Clement Yam
Marvin Whitham Mai
Patrick Chapman Pen
250cc
Gary Witt Yam
Dan Driskill CZ
Nick Warren Oss
OPEN
Mike Krebs Mai
Bill LeValley Mai
Gene Engberg CZ

REDWOOD ACRES
Eureka, Calif.
May 15, 1971
By James W. Shipley

100cc NOV.
Randy Turnbull Hon
John Smith Kaw
Floyd Cleman Kaw
125cc NOV.
Ray Crivello Bul
Pat Richter Pen
Dale Lindholm Yam
250cc NOV.
Roger Robison Bul
Stan Thrash Mon
Carl Ballew Mon
250cc JR/EX.
Gary Thompson Bul
Clarence Oliver Mon
Allen Thompson Bul
OPEN NOV
Denny Edwards Tri
Jack Wilson Bul
Jim Morrison Tri
OPEN AM/EX.
Marion Matlock Mai
David Cherry Tri
Ed Neilson Tri
FLAT TRACK
250cc NOV.
Fred Pugh Bul
Carl Ballew Mon
Stan Thrash Mon
250cc JR/EX.
Gary Thompson Bul
Allen Thompson Bul
Jay Stradley Oss

SCRAMBLES
Rainier M.C.
Rainier, Wash.
May 23, 1971
By Leanna Cram

MINI–BIG WHEELS
MOTOCROSS
Mike Carnegie
Lynn Mintyala
Kevin Hornbeck
MINI–SMALL WHEELS
C MAIN
Ron Bone
B MAIN
Homer McNurlin
Keith Jones
A MAIN
Rod Dunlap
Mike Tonsgard
Mickey Dunlap
100cc CLASS
D MAIN
Ben Thompson
C MAIN
Mark Hislop
B MAIN
Mike McClain
Frank Nall
A MAIN
Chuck Anderson
Bruce Scott
Darrell Hendrickson
125cc CLASS
D MAIN
Gary Sylstad
C MAIN
Buddy Byrd
B MAIN
Dean Sukraw
Tom Cruickshank
A MAIN
Duane Hendricks
Don Sears
Rodger Davis
200cc CLASS
C MAIN
Skeeter Coley
B MAIN
Dick Graham
Art Dick Jr.
A MAIN
Brad Tibbitts
Chuck Anderson
Steve Houtz
250cc CLASS
1st D MAIN
Harold Storm
2nd D MAIN
Steve Gow
C MAIN
Greg Irwin
B MAIN
Dennis Peirpoint
Frank Nall
A MAIN
Kurt VonHansen
Dave Ferrando
Tom Cram Jr.
OPEN CLASS
B MAIN
Guy Wilson
Tom Johnson
A MAIN
Jim Grace
Mike Colyar
Tom Hartman

MOTOCROSS
Valley Climbers M.C.
Pope Valley, Calif.
May 23, 1971
By Dick Sorensen

125 NOV. DIV. I
Don Murphy DKW
Toy Pryor DKW
125 NOV. DIV. II
Kim Watts Pen
Jeff Sutton Hon
125 JR.
Ron Self DKW
250 NOV. DIV. I
Mike Freeman Oss
Glen Oliveria CZ
250 NOV. DIV. II
Jeff Younger Hus
V. Paul Hus
250 JR.
Ray Atkinson Hus
Bill Earlet CZ
250 EX.
Jim Miller Hus
Jeff Hammond Hus
OPEN NOV. DIV. I
Bill Hart Hus
K. Rickabaugh Hus
OPEN NOV. DIV. II
Dan Fordge Hus
D. Dawson Hus
OPEN JR.
Jay de Beanbrem BSA
Rich Schelling Jaw
OPEN EXPERT
Bill Verbisco CZ
Doug Nelson Mai

125 JR. DIV. B
David Kolbe Ric
Dave Garttan Yam
John Hagar Bul
250 SR.
Bill Payne Hus
Jim Wilson CZ
Jeff Weeker* CZ
Scott Hoffee* Bul
Mark Cook* Bul
250 JR. DIV. A
Rex Brown CZ
Joe Scarber Hus
Toby Taki Mon
250 JR. DIV. B
Graig Brewster Bul
Steve Elsbree Bul
Scott Hartley CZ
OPEN SRS.
Jim Wilson CZ
John Rice* Mai
Joe Cushaway* CZ
Larry Greer Mai

MOTOCROSS
Rodriguez Dam
Tijuana, B.C., Mex.
May 23, 1971
By Daniel Mata

100cc JRS.
George Anderson DKW
Ricky King Yam
125cc JRS.
Chris Jackson Pen
Ricardo Goldbaum Bul
Ken Hirhert Yam
250cc JRS.
Chris Jackson Pen
William Piento Hus
Javier Tiznado Yam
500cc JRS.
William Piento Hus
George Anderson DKW
Javier Tiznado Yam
OPEN JR.
Chris Jackson Pen
Jose Leon Bul
Antonio Cecena Sr. Yam

POINTS STANDINGS
Coyote Raceway
Taos, N. Mex.

100cc EXPERT
Tom Baker 1544
Larry McDowell 1320
Bruce Gronseth 1025
Wayne Peacock 1000
Lawrence Olguin 700
125cc EXPERT
Jimmy Southern 2300
Jim Smith 1117
Gilbert Padilla 727
Jack Arrington 479
Chuck Stutz 465
Stephen Norman 465
250cc EXPERT
Richard Cook 1651
Phil Ormerod 1260
Wayne Chick 1025
Gary Pulkka 833
Doyle Fincher 827
OPEN EXPERT
Gene Durham 1100
Gary Burns 1100
Steve Chavez 1000
Jack Sona 1000
Leroy Carmody 675
0-200cc NOVICE
Mark Olson 1548
Ken Barnicoat 1521
Gilbert Padilla 1200
George Martin 694
Jeff Rehberg 619
201cc-OPEN NOV.
Gary Lofton 2053
Lawrence Olguin 775
Wes Smith 727
Michael Fuller 652
Jan Sona 640

SRA EURO. SCRAMBLES
Calif. City, Calif.
May 23, 1971 (P)
By Lon Whitney

250 BEGINNER
Tom Jackson Hus
Jim Smoot Oss
David Slonim Bul
OPEN BEGINNER
Jay Settani Yam
Joe Naymola Mai
Larry Graham Mai
175 BEGINNER
Nicky Simmons Yam
D. Bergmann Yam
100 BGNR UNDER 16
Tom Brown Hod
Ed Bianchi Hod
Corky Halzle Hod
125 BGNR UNDER 16
Bob Balentine Yam
Terry Rauh Yam
Reggie Ragsdale Yam
POWDER PUFF
Elsie McAdams Bul
Cindy Naymola Ste
100 BGNR. OVER 15
Bob McDowell Hod
Dave Thompson Hod
Dick Waller Suz
125 BGNR OVER 15
Steve Bealer Yam
Rich Battenschlas Yam
Steve Cardwell Ric
OPEN NOVICE
Mark Granger CZ
Layman Gattis Hus
Mike Romp Gre
100 NOVICE
Ricky Morrison Hod
Billy Kilmer Suz
Joe Semple H-D
125 NOVICE
Don Wallingsford A-E
Dave Davidson A-E
Tracy Walters Yam
250 NOVICE
Ron Roberts Oss
Vince WElls Oss
Roger Miller A-E
175 NOVICE
Butch Broyles Yam

MOTOCROSS
Indian Dunes
Valencia, Calif.
May 23, 1971
By John Grout

POWDER PUFF
Joyce Soyka Ric
Janene Pennington Suz
Terri Bryce Ric
OLD TIMERS
0-200
Tom Hoyle Hod
Ed Poore Bul
Jim Choner Yam
250+
Dick Vick Hus
Nick McLeod Hus
Bill Todd Yam

TT SCRAMBLES
June 5, 1971
By Elaine Jones
Perris, Calif.

MINI-BIKE A
Dottie Frost Mav
Dylan Neihart B&S
Mike Lynch —
MINI-CYCLE A
Mike Tidwell Yam
Greg Byers Hon
Ricky Hart Yam
MINI-CYCLE B
Eric Jones Yam
Wayne Long Yam
Debbie McGregor Yam
100cc NOV. I
John Shipley Kaw
Mike Jones Suz
Forrest Hutchins H-D
100cc NOV. II
Mike Tidwell Yam
Cliff Brown Yam
Roy Hibbard Kaw
100cc NOV. III
Larry Lambert Kaw
Randy Monroe Kaw
Vic Hensley Yam
100cc A/E
Rick Milner Kaw
Wayne Whisenant Kaw
Mike DuBont Kaw
125cc NOV. I
Tim Holm Yam
Tad Willis Yam
Chuck Baker Yam
125cc NOV. II
B.J. Hayden Yam
Rex Hailey Bul
Don Smith Yam

SRA SUZUKI SERIES
TOP NOVICE
POINT STANDINGS

100 NOVICE	Pts.	No.Rides
Ricky Morrison	193	(2)
B. Kilmer	139	(2)
G. Hayes	130	(2)
D. Barnett	105	(2)
A. Thompson	105	(2)
D. Fischer	101	(1)
G. Loar	96	(2)
125 NOVICE		
Don Wallingsford	202	(2)
J. Hawk	157	(2)
C. Hightower	121	(2)
T. Grant	114	(2)
M. Conlon	105	(2)
250 NOVICE		
Ron Roberts	202	(2)
R. Miller	148	(2)
B. Gray	105	(2)
V. Wells	92	(1)
W. Roh	92	(1)
G. Stoffel	96	(2)
500 NOVICE		
Mark Granger	202	(2)
L. Gattis	184	(2)
M. Romp	166	(2)
T. Hawkins	114	(2)
A. Dodge	105	(2)

PROFESSIONAL TT
Sidewinders M.C.
May 21, 1971
By N. A. Williams

EXPERT T.D.
Charlie Thielke Tri
Ike Reed Tri
Randy Scott Tri
EXPERT MAIN
Glen Adams Nor
Sonny Burres Tri
Chuck Joyner Tri
JR. TROPHY DASH
Gary Kapus Yam
Nral Hulet Tri
Chuck Voss Tri
JR. Main
randy Scott Tri
Neal Hulet Tri
Chuck Voss Tri
NOV. T.D.
Keith Dunn Kaw
Jerry Whitlow Bul
Robert Wright Bul
NOVICE MAIN
Keith Dunn Kaw
Eric Warner Bul
Forest Hiner Bul

MOTOCROSS
Lockhart, Texas
May 23, 1971 (P)
By Pete Szilagyi

100 JR.
O.G. Fox Yam
Jerry Raney Hon
James Mast Hod
125 JR.
Bill Walling Yam
James Barnes Yam
Joe Witter Pen
175 JR.
Conrad Perry Oss
MIke Neidigh Hon
Tom Connally Oss
250 JR.
John Kasson CZ
Bob Trott Hus
Al Bigley CZ
OPEN JR.
Bill Easter Hus
Lawrence Brast Hus
Al Torrearossa CZ
125 EXPERT
Jack Hicks Pen
Steve Stackable Yam
Gene Fisher Yam
250 EXPERT
Wayne Booth CZ
Tom Arnold Yam
Chick Mobutu —
OPEN EXPERT
Robi Holbert Hus
Jake DeBoe CZ
Bill Kasson CZ

HALF-MILE
Elma Fairgrounds
Elma, Wash.
May 23, 1971
By Dick Sjoboen

NOV. T.D.
Dan Mangano Yam
JR. T.D.
Randy Scott Tri
EXPERT T.D.
Jim Smith Tri
NOV. MAIN
Jim Einerson H-D
Dan Mangano Yam
Forest Hiner Bul
JR. MAIN
Randy Scott Tri
Gary Kapus Yam
Don Lipp Yam
EXPERT MAIN
Jim Jones Tri
Sonny Burres Tri
Squire Tomasie Tri

100 JR. DIV. A
Danny LaPorte Ric
Jim Gappa Hod
Harry Miller Ric
100 JR. DIV. B
Scott Peterson Suz
Walt Bird Yam
Bryan McLeod Bul
125 SR.
Don Emler Ric
Dave Rogers Bul
Jeff Wright Ric
125 JR. DIV. A
Rick Salmon Yam
Patrick Flynn Yam
John Retich* Yam
Tom Claire* Yam

MOTOCROSS
CMA Memorial Weekend
Salt Lake City, Utah (P)
May 30-31, 1971
By Larry Knop

SUNDAY May 30, 1971
MINIBIKE
Rey Butcher Yam
Kerry Archibald Yam
Michael Nickel Yam
POWDER PUFF
Karen Sundin Suz
Teresa Bacca Hod
Nancy Bowden Yam
100cc NOVICE
Cal Bartell Suz
Frank Fokkema Bul
Eddie Crosby Suz
125cc
Dennis Hills Bul
Kim Morgan Met
Max Jensen Pen
200cc
Rick Lewis Kaw
Roger Blake Suz
Brook Peterson Suz
250cc
Charley Killian Mon
Robt. Balderstan Mai
Guy Dreier Yam
OPEN NOVICE
Larry Butcher Mai
Roger McMillen Mai
Tom Dickerson Mai
MONDAY May 31, 1971
3-WHEELER ATV
Charles Reid Hon
Benton Cheatwood Hon

PNTA TRIALS
Yantis Park
Milton-Freewater, Ore.
May 8, 1971

1st OVERALL
Mick Oliver 28
EXPERT CLASS
Tom Hines 31
Bill Langeberg 35
Greg Kelly 37
Dan Amon 41
Leon Wilbanks 44
AM. 250 CLASS
Tom Holowy 46
Mike O'Harrow 49
Bill Voyles 51
James Beaston 52
Dave Cline 52
AM. 125 CLASS
Joe Guglielmelli 33
Sherrel Steinhauer 46
Max Wells * 49
Mike Farmer 51
Curt Alexander 55
NOV. 250 CLASS
Sam Shaffner 16
Jim Schubert 20
Brian Haasch 23
Tony Locke 25
John Hinchliff 36
NOV. 125 CLASS
Daryl Haasch 16
Ed Chesnut 20
Gene Weinmaster 21
Gil Nelson 22
Kevin Campbell 29
*Moved to Expert

PNTA TRIALS
Portland, Oregon
April 25, 1971

1st OVERALL
Mick Oliver 33
EXPERT CLASS
Harry Taylor 36
Danny Amon 41
Jerry Harper 75
Woody Groom 85
AM. 250 CLASS
Danny Smith * 45
Del Orser 49
Tom Holoway 57
Bill Voyles 74
Mike Higgins 83
AM. 125 CLASS
Greg Kelly * 55
Rick Saager 113
NOV. 250 CLASS
Charles Keller 29
Chuck Withrow 33
Sam Shaffner 38
Tim Whitehouse 40
Brian Haasch 41
NOV. 125 CLASS
Jerry Kessler 37
Daryl Haasch 41
Bill Brennan 48
Tim Wilson 51
Paul Wallace 53
*Moved to Expert

ROUGH SCRAMBLES
Dixon, Calif.
May 30, 1971

125 NOV. DIV. I
Dale Stetler DKW
Ed Meagor Bul
Manford Root DKW
125 NOV. DIV. 2
Floyd Davis Hon
George Honey Yam
Ricky Tillis Mon
250 NOV. DIV. 1
Gary Fontaine Ric
Greg Ferguson Yam
Neal Williamson Hus
250 NOV. DIV. 2
Jerry Barrick Suz
Howard Dixon Bul
Chuck Shipman Hus
OPEN NOV. DIV. 1
Michael Bungay CZ
Robert Kraft Hus
Wallace Groves CZ
OPEN NOV. DIV. 2
Bill Hart Hus
Bob Kelley CZ
Barry Cragon Hus
250 JR.
Richard Bungay CZ
J. Hearne Bul
Chuck Giese Bul
250 EXPERT
John Gennai Bul
Pat Brown Bul
Pat Hennen Bul
OPEN JR.
Wheeler Gresham BSA
Carl Leiak Kaw
Glen Clinton Yam

ACA TT & SHORT TRACK
El Toro Speedway
May 26, 1971

125cc JR. TT
Don Grigsby Yam
Tom Doty Hon
Robt. Crecelius Kaw
125cc SR. TT
Bob Sanders Kaw
Scott Smith Yam
Phil McDonald Yam
250cc JR. TT
Barrie Idom Bul
Morris Malone AJS
Jim Hendry Oss
250cc SR. TT
Scott Smith Yam
Charles Gann Bul
Mike Myers Yam
500-OPEN JR. TT
Bruce Fickling CZ
Don Frauenberge Bul
Joe Jones BSA
500-OPEN SR. TT
Scott Smith Yam
Chris Smith Mon
Chuck Claydon Bul
125cc JR. ST
Gary Johnson Yam
Bobby Butty Yam
Pat McDonald Yam
125cc SR. ST
Bob Sanders Yam
Scott Smith Yam
Phil McDonald Yam
250cc JR. ST
Brad Stankey Oss
Tony Dell Oss
Barrie Idom Bul
250cc SR. ST
Scott Smith Yam
Charles Gann Bul
Mike Myers Yam
500cc JR. ST
Jay Hunter —
Steve Herd AJS
Don Frauenberger Bul
500cc SR. ST
Steve Nichols Yam
Chris Smith Mon
John Isaacs Yam

100cc EXPERT
Del Brown Hod
Tal Merkley Hon
Gary Chadwick Hod
125cc
Warren Spencer Yam
Peter Crandall Pen
Ken Archibald Yam
200cc
Kevin Croft Suz
Bryan Shafter Yam
Dave Parker Suz
250cc
Steve Burgess Yam
Kerry Fowler Met
Bill Scarlett CZ

SCRAMBLES
Morgan Hill, Calif.
May 23, 1971
By Bill Spencer

100 NOV.
Ron Alsop Hod
Geo. Mancebo Kaw
Mike Murray Suz
125 NOV.
Matt Rohr Yam
Kevin Giffin Yam
Greg Williams Yam
100/125 JR.
Steve Langston Suz
Carl Blackledge Yam
175 NOV.
Steve Moulton Bul
Wayne Hains Yam
200 NOV.
Bob Marenghi Bul
Mike Brown Bul
175/200 JR.
John Dawson Hon
Rich Sanor Bul
250 NOV.
Jeff Hlebo Yam
Scott Williams Yam
John Martinez Yam
250 JR.
Larry Neff Oss
Randy Searl Bul
Ron Hayano Oss
250 EX.
Pat McCaul Bul
John Gennai Bul
Steve Foster Bul
350 NOV.
Russ Barrett Hon
Hector Cisneros Hon
Phil Decann Hon
350 JR.
Tom Seidel Hon
Roger Steyding Hon
500 NOV.
Carlos Carrasco Bul
Jim Renfro Hus
Jim Weiland Suz
500 JR.
Jim Decker Mon
Gary Vanderpool Yam
500 EX.
John Gennai Suz
John Silva CZ
Larry Schultz Hon
650 NOV.
Adam Sebedra Tri
Jim Joy BSA
650 JR.
Tony Gonzales Tri
Tim Smith Tri
650 EX.
Bruce Anderson Tri
Rick Otto Tri
Ron Talbot Tri

MOTOCROSS
Huntington Beach Cycle Park
Huntington Beach, Calif.
June 6, 1971

100 NOV.
Jack Riggi Hod
Dale Walter DKW
Robert William Hod
125 NOV.
Jack Riggi Ric
Bill Blyth —
Mike West Suz
250 NOV.
Bill Gonzales CZ
Greg Messick Mai
Eric Raits Oss
250 OPEN NOV.
Stephen Whitham BSA
Mike Akin Yam
Dennis Caysey Mai
125 EX.
Lloyd Quintard Yam
? Yam
Ray Lopez Suz
250 OPEN EX.
Derek McLeish Yam
Tony Rogers Mai
Danny McKee Mai

TT/FLAT TRACK
Trojan Speedway
South Gate, Calif.
June 3, 1971 (P)
By Art Loya

100 TT
Roy Widener Kaw
Bob Sanders Kaw
Tom Doty Hon
125 TT
Bob Sanders Kaw
Tom Doty Hon
Allen Swett Kaw
250 TT
Chris Smith Mon
Tom Warren Bul
Dale Hopkins Bul
100 FT
Bob Sanders Kaw
Steve Okuda Kaw
Tom Doty Hon
125 FT
Bob Sanders Yam
Steve Okuda Kaw
Barry Sulkin Hon
250 FT
Ken Lee Mon
Craig Steigler Bul
Steve Scott Bul
100 TT TROPHY DASH
Kirk Redding Kaw
250 TT TROPHY DASH
Chris Smith Mon

TT & FT
Trojan Speedway
South Gate, Calif.
Official
June 3, 1971
By Eddie Smith

250 TT 50 LAPPER
Chris Smith Mon
Tom Warren Bul
Dale Hopkins Bul
Chris Steigler Bul
Bruce Nordstrom Yam
100 TT
Roy Widner Kaw
Bob Sanders Kaw
Tom Doty Hon
Don Wright Hon
John Heemsberger —
125 TT
Bob Sanders Kaw
Tom Doty Hon
Allen Swett Kaw
Don Wright Hon
Pat Eagan Suz
100 FLAT TRACK
Bob Sanders Kaw
Steve Okuda Yam
Tom Doty Hon
Roy Widner Kaw
John Heemsberger Kaw
125 FLAT TRACK
Bob Sanders Kaw
Steve Okuda Yam
Barry Silke —
250 FLAT TRACK
Ken Lee Mon
Chris Staigler Bul
Steve Scott Bul
Pat Eagan Bul
Mike Anselm Kaw
TROPHY DASHES
100 TT
Kirk Redding Kaw
250 TT
Chris Smith Mon

MOTOCROSS
Bay Mare
Somis, Calif.
June 6, 1971 (P)
By Chuck Ferguson

125 NOV. DIV. I
Larry Robertson DKW
Larry Burgess DKW
David Kolbe Ric
125 NOV. DIV. 2
Jim Cook Puc
Bob Popa Yam
Danny Wade DKW
250 NOVICE
Robert Fortier Mai
Steve Rawson Yam
Tom Slagle CZ
500 NOVICE
Ron Topley Hus
Nils Hendrix Suz
Andy Cadotte Suz
125 EXPERT
Rueben Benites Ric
Gene Cannady DKW
Ken Zahrt Bul
250 EXPERT
Doug Grant AJS
Steve Scott Bul
Billy Payne Hus
500 EXPERT
Bob Grossi Hus
Gary Chaplin Mai
Bob Archer Mai

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
June 3, 1971 (P)
By Gary Schmythe

100 JR.
J. Bevins Yam
M. LeBard Hon
R. Bean Suz
125 JR.
J. Vandergeest Puc
J. Steeber Yam
R. Boozel DKW
250 JR.
E. Raits Oss
D. O'Haver Oss
M. Skolil Mai
500 JR.
J. Tadla CZ
R. Reinhardt Mai
T. Simpson Ric
125 INT.
B. Henderson Yam
D. LaPorte * Ric
G. Bevan * Yam
*tie
125-EXPERT
J. Wright Ric
B. Baron Ric
R. Benites Ric
250 INT.
J. Peacock CZ
D. McCormick Oss
M. Malone Hus
250 EXPERT
T. Hart Mai
B. Baron Ric
B. Payne Hus
500 INT.
B. Lendl Mai
R. Baxter Mai
J. Knebo Hus
500 EXPERT
T. Hart Mai
M. Cram Mai
B. Messer Mai

DESERT KNIGHTS
HARE SCRAMBLES
June 6, 1971
By Dick Wright

1. J. N. Roberts	500 Ex.	Hus
2. Rich Thorwaldson	500 Ex	Suz
3. Tom Muto	500 Ex.	Hus
4. Larry Pfutzenrueter	250 Ex	Bul
5. Bill Bogner	500 Ex.	CZ
6. Dave Hernandez	500 Ex.	CZ
7. Bruce Dunford	500 Ex	Hus
8. Terry Clark	100 Ex.	H-D
9. Larry Mahoney	500 Am.	Mon
10. Ken Buckspan	125 Ex.	Bul
11. Mitch Mayes	100 Ex.	H-D
12. Morris Norman	500 Ex.	Hus
13. Arvil Blackstone	500 Am	Bul
14. Bill Saltzman	500 Ex.	Hus
15. Rick Shirey	250 Ex.	Yam
16. Jack Kneble	500 Ex.	Hus
17. Joe Krogstad	500 Am.	Hus
18. Larry Roeseler	100 Ex.	H-D
19. Frank Russo	500 Ex.	Hus
20. Jim Erickson	500 Ex.	Hus
4th 100cc Mike Hayes	100 Ex	H-D
5th Jim Summers	100 Ex.	H-D
6th Earl Roseler	100 Ex.	H-D
7th Rich Marks	100 Ex.	H-D
8th Rodney Roderick	100 Ex.	H-D
9th Vinse Porter	100 Am.	Hod
1st 250 Nov. Tim Ryan	250 Nov.	Bul
1st 500 Nov. LeRoy Davis	500 Nov.	Hus

MOTOCROSS
Kleberg Park
Kingsville, Texas
May 30, 1971
By Don Strasheim

100cc
Ronny Pentecost Hon
Tom Spires Hon
Williams —
125cc
Ronny Pentecost Hon
Mike Storbeck Pen
Reeve Pen
250cc
Robert Abbott Mai
Willner Kaw
Tom Wayland CZ
OPEN
James Ellison Mai
Harold Wright Hon
Bob Turner CZ
POWDER PUFF
Sue Turner CZ
Southerland Yam
Sue Zwerniman Hon
MINI BIKE
Steve Storbeck Yam
Southerland Yam

MOTOCROSS
Desert Striders M.C.
Manning Canyon, Utah
By Larry Knop

100 NOVICE
Frank Fokkema Bul
Elvin Cook Hon
Neal Nickel Yam
125 NOVICE
Jim Cramer Suz
Wes Christiansen Yam
Henry Smith Suz
200 NOVICE
Rick Lewis Kaw
Brook Peterson Suz
Burnish Skinner Kaw
250 NOVICE
Phil McDonald Hus
Robert Balderstan Mai
William Koos Yam
OPEN NOVICE
MIke Freed Hus
Guy Pierce Mai
Jim Nielson Yam
100 EXPERT
Lamar Walker Hod
Tom Bacca Hod
Bruce Kerner Yam
125 EXPERT
Pete Crandall Pen
Warren Spencer Yam
Mike Peay DKW
200 EXPERT
Kevin Croft Suz
John Harrelson —
Ken Lobach Yam
250 EXPERT
Steve Burgess Yam
Jim Curtis Yam
Cal Crosby Hus
OPEN EXPERT
Frank Myers Suz
Jay Christiansen Hus
Charley Killian Suz

MOTOCROSS
Placerville M.C.
Placerville, Calif.
May 22, 1971
By Bruce C. Young

100 NOV. DIV. I
Charles Maschell Hon
Jeff Loff Hon
125 NOV. DIV. I
Keith Wiggons Pen
Greg Nebbelick Suz
125 NOV. DIV. II
Rick Clements Pen
Richard See DKW
125 NOV. DIV. III
Jim Turner DKW
Jim Kern Pen
125 JR/EX.
Mike McGowen Bul
Dan Turner DKW
Ken Garrard Yam
250 NOV. DIV. I
Mark LaRue CZ
Scott Griffen —
Keith Mathis —
250 NOV. DIV. II
Scott Pepper Hus
Orv Schultz —
Gary Fontane Mon
250 NOV' DIV. III
Duddlel Lenart —
Bernard Brinkworth —
Vern Weldy Hus
250 JR/EX.
Russ Powell Bul
Bill Dannee Bul
Lonnie Forman Hus
OPEN NOV. DIV. I
Doyle Jester Mai
Chuck Riley Hus
OPEN NOV. DIV. II
Martin Feaver CZ
Rick Murry CZ
OPEN JR/EX.
Martin Helzer Hus
Eric Petterson Hus
Ken Garrard Yam

MOTOCROSS
Indian Dunes
Valencia, Calif.
June 6, 1971
By John Grout (P)

POWDER PUFF
Joyce Soyka Ric
Joan Wilson Yam
Trudy Stubbs Yam
OLD TIMERS
0-200
Tom Hoyle Hod
Jim Choner Yam
A.L. Ratzoff Pen
250-OPEN
Joe Rose CZ
Dana Wilson CZ
Don Sievewright CZ
DIV. 'A'
Joe Granatelli Mag
Mark Morrison Hod
Ted Metzger Hod
DIV. 'B'
Jim Gappa Hod
Don Sarian DKW
Billy Mechan DKW
125 JR.
John Rice Puc
Gary Bevans Yam
Dave Rodgers Bul
125 JR' 'A'
Danny LaPorte Yam
Bret Yager Bul
Mike Waste Pen
DIV. 'B'
Larry Garly DKW
Rick Koster Bul
Mike Donato DKW
250 SR.
Tom Rapp Bul
Scott Hoffee Bul
John Pavich CZ
250 JR. 'A'
Rick Eierstadt Bul
Richard Davis Bul
Jim Hale Bul
250 JR. 'B'
Craig Brewster Bul
Phil Taylor
Leroy Cushaway CZ
OPEN SR.
Jim West* Hus
Bob Hershey * CZ
Mike Cram Mai
*tie
OPEN JR.
DIV. 'A'
Mike Todd Yam
Steve Elsbree Bul
Clyde Ross CZ
DIV. 'B'
Tom Simson Ric/BSA
Lynn Fraser CZ
Dick MacDonald Hus

CMC MOTOCROSS
Osteen Park
Pomona, Calif.
June 6, 1971
By John Shedd

500 JR.
T. Daily CZ
L. Kopp Suz
R. Evett Hus
500 INT.
B. Lendl Mai
W. Burrell Mai
R. Franklin CZ
500 EX.
B. Fisk CZ
C. Minert BSA
R. Norgaard CZ
250 JR. DIV. I
T. Battenschlag q Ric
P. Schulz Ric
W. Boyer CZ
250 JR. DIV. II
R. Davis CZ
J. Grottola Mai
J. Schulz Ric
250 INT.
J. Derhammer CZ
M. Richmond CZ
S. Hendrickson Bul
250 EX.
M. Tripes Ric
B. Urban Mai
B. Fisk CZ
125 JR. DIV' I
M. Skelton Bul
S. Haag Yam
T. Gillett Bul
125 JR. DIV. II
J. Stebber Yam
C. Jackson Pen
D. Lavnius Mon
125 INT.
M. McLong Yam
T. Duni Puc
B. Wygal Bul
125 EX.
J. Hoover DKW
J. Beauchamp DKW
M. Hoffman DKW
100 JR.
J. Nucella Hod
M. Bacich Hon
G. Blackwell Pen

STANDINGS
Dist. 37 TT SCRAMBLES
May 9, 1971

LIGHTWEIGHT

1. Bob Hosford	165
2. Scott Smith	164
3. Danny Hockie	153
4. Steve Nichols	120
5. Paul Lambert	116
6. Chas. Soderstrom	165
7. Frank Baldozier	105
8. Mike Myers	100
9. Dan Carlton	95
10. Scott Sivadge	95
11. Phil McDonald	94
12. Dan Daigh	90
13. Tom Stanford	85
14. Tom White	85
15. Don Frauenberger	81
16. Doug Mason	80
17. Jamey Blunt	77
18. Rich Kouns	70
19. Chris K. Smith	70
20. Chet Burt	65

ULTRA LIGHT

1. Rob Morrison	170
2. Robert Sanders	152
3. Wayne Whisenant	138
4. Richard Sweaney	112
5. Joe Monohan	85
6. John D. Kavanaugh Jr.	82
7. Rick Milner	80
8. John Carbone	75
9. Bob Farmer	61
10. Mark Revels	57
11. Kirk T. Redding	51
12. Jeff Sexton	50
13. Mike Laney	45
14. David Edge	44
15. Eddie Ray Lawson	44
16. Victor Hensley	33
17. Craig L. Johnson	31
18. Jeff Coleman	30
19. Mike DuBont	30
20. Frank J. Novotry	30

ULTRA CLUB

Jackrabbits	22
Rough Riders	21
S.B.V.M.C.	3

(Continued from page 2)

FRIDAY, JUNE 18

½-MILE, Ascot Park, Gardena, Calif. Nite. Info: 213/323-9710.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.50 adults, $1.50 (12-16), 50 cents (7-11). 213/793-3927.

PRO ST, Cal Ex., Sacramento, Ca. 8:15 pm. Class 'A'.

SWAP MEET, Weekend Sales Co., Great Western Exhibit Center, Los Angeles. $1, 5 pm-midnight. Box 25641, L.A. Ca. 213/478-7343.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. nr. Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, JUNE 19

SPORTSMAN ST, Sacramento Racing Assn. Folsom (Ca.) Rodeo Grnds. $2 ride/watch. 'C' trac. Sign 5:30, race 8. Silencers. 4555 Auburn Blvd., Sacramento, Ca. 916/481-6560.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Agajanian Enterprises. Corona (Ca.) Rcwy. 8 pm. $1200 purse. Free parking. 714/735-1705.

EUROPEAN SCRAMBLES, Arroyo Racing Assn. N. of Victorville, Bell Mtn./Stoddard Wells Exit. $4 post, 10 am. 714/883-0423.

ST, cycles & cars. Almeda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 pm. $2.50 gate. 713/529-3105.

SRA

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for Beginners & Novices

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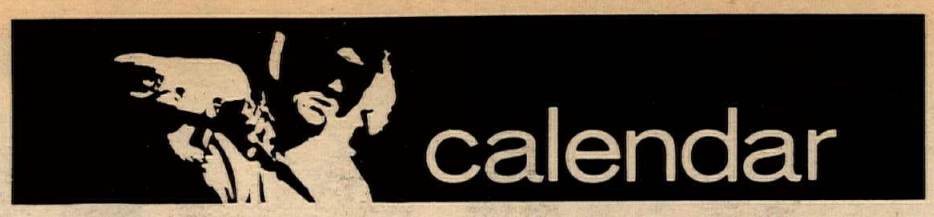
Info: (213) 370-8234 or (714) 735-4641



SAT. & SUN., JUNE 19 & 20

ENDURO, MOTORCYCLE ACT. McMinnville, Ore. ISDT-qualifying. 300-mile European-style. $15, Box 652, McMinnville, Ore., 503/472-3828.

MX, Mammoth Mt., M- Lakes, Ca. $5 (Jr.), $10 (Sr.), $50 post. $2400 purse. Box Mammoth Lakes, Ca. 93546.

ENTRIES CLOSED!

SUNDAY, JUNE 20

ACA MX, Carlsbad (Ca.) Rcwy. $6 mail (6/18), $10 post, $2.50 gate. Extra class $1. 10:30 am. 714/774-3222.

ACA RR, Carlsbad (Ca.) Rcwy. $8 mail (6/18), $15 post, $2.50 gate. Extra class $1. 10:30 am. 714/774-3222.

MINI ST, MBWWRA. San Jose (Ca.) Frgnds. Use rear entrance. Noon. $2.50 race, $1 watch. Box AE, Campbell, Ca.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post ($2 non-members). $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post ($3 non-members). 10 am. 805/259-8000.

ACA TT/ST, South Bay Spdwy, San Diego, Ca. $5 post (250-Open), $3 post (125). License req'd. 714/774-3222.

AMA NATIONAL ½-MILE, Vigo Co. Fairgrounds, Terre Haute, Ind. 20 laps.

TT SCRAMBLES, Rock Springs M/C Assn. 3 mi. N. of Rock Springs, Wy., at Old Airport. Sign noon, race 1.

MRA MX, Carnegie Cycle Park, Livermore, Ca. 1st MRA point run, 3 plates, membership re'd. $5 mail, $7.50 post, 389 Mathew St., Santa Clara, Ca. 95050. 408/246-5660.

TT SCRAMBLES, Competition. Limed from Hwy 101 & Airport Blvd., Salinas, Ca. Sign 8 am, race noon. $2 ride/watch. 319 W. Market St., Salinas, Ca. 408/422-9809. 'C' trac.

SCRAMBLES, Vallejo (Ca.) Spdwy. $2 ride/watch. Sign 6 am, race noon. 707/644-0741.

HRA TT, 395 Cycle Park, Adelanto, Ca. Sign 8:30, race 10. $2.25 entry, $1.50 watch. Camp. 714/246-6109.

HRA MX, Huntington Beach (Ca.) Cycle Park, Talbert Ave. Niguel Series. $5.50 post. $1.50 watch. 714/246-6109.

CMC MX, Saddleback Park. Penton Series. $5 mail (6/15), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

TT, Jackrabbits. Elsinore (Ca.) Rcwy. Ultra & Ltwts. sign 7 am, H'wts. sign noon. D-37 pts. 213/869-0600.

TT, Mile High. Slaughterhouse Gulch Rcwy, Prescott, Ariz. Noon. $2.50 per bike, $1 gate. 602/445-0022, 445-0315.

EUROPEAN SCRAMBLES, SRA. Limed from Calif. City, Ca. Beginners, Nov. only. Sign 6 am, camp. 714/735-4641, 213/370-8234.

SCRAMBLES, Orland. Glenn Co. Frgnds., Orland, Ca. Sign by 11 am, race 1. AMA rules, 3 plates.

WEDNESDAY, JUNE 23

ACA TT/ST, El Toro, (Ca.) Spedwy, I-5 & El Toro Rd. $5 mail (6/21), $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersifled, Ca. 8:30 pm. Free parking, program. 213/793-1558.

BENEFIT MX, Inglewood Fireman's Assn. Ascot Pk., Gardena, Ca. 7:30 pm. $5 post, CMC lic. req'd.

THURSDAY, JUNE 24

CMC MX, Ascot Pk., Gardena, Ca. $5 post. Night. 213/323-9710.

ST, TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Night. 213/862-0229.

FRIDAY, JUNE 25

½-MILE, Ascot Pk., Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. GFrgnds, Costa Mesa, Cal. 8:15 pm. $2.50 adults, teeners $1.50, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

CLASS 'A' ST. Cal Expo, Sacramento, Ca. 8:15 pm.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. nr. Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, JUNE 26

MINI, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley, Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

PRO ½-MILE, Agajanian Ent. Corona (Ca.) Rcwy. 8 pm. $1200 purse. Free parking. 714/735-1705.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 916/365-7753, 365-1709.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

SUNDAY, JUNE 27

ACA MX, Saddleback Park. $6 mail (6/25), $13 post. $1 extra class. 10:30 am. 106 N. Claudina, Suite 312, Anaheim, Ca. 92805. 714/774-3222.

INTER-AMA MX, Indian Dunes, Valencia, Ca. $4000 purse.

TT SCRAMBLES, San Bernardino Valley. Elsinore, Ca. Signups: Ultra 7:30, LW 10, HW noon. D-37 pts. 714/822-2252.

AMA NATIONAL ½-MILE, Ohio State Fairgrounds, Columbus, Ohio. 20 laps.

HRA MX, Niguel Series. 395 Cycle Park, Adelanto, Ca. 10 am. $5.50 entry, $1.50 gate. Camp. 714/246-6109.

HRA TT, Huntington Beach (Ca.) Cycle Park. Entry $2.25, gate $1.50. Sign by 10 am. 714/246-6109.

CMC MX, Carlsbad (Ca.) Rcwy. Penton Series. $5 mail (6/22), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

TT SCRAMBLES, Richmond Ramblers. Vallejo (Ca.) Spdwy. Noon. $2 ride/watch. 'C' Trac.

ACA TT/ST, South Bay Spdwy, San Diego, Ca. $5 post (150-Open), $3 post (125). License req'd. 714/774-3222.

MINI ST, MBWWRA. San Jose (Ca.) Frgnds. Use Rear Entrance. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

PRIDMORE TO ISLE OF MAN

Reggie Pridmore has taken his sidecar to the Isle of Man for the prestigious event. Pridmore also said he might make a solo go at Oulton Park.

FREE MOVIES BY YAMAHA

Not many places left to ride, so maybe the next best thing is to watch. Yamaha is sponsoring free movies on June 8 and 13. You'll get to see your favorite stars on the silver screen doing some of their favorite things, including enduros, scrambles, indoor racing, TT's, and, of course, motocross. Get your free tickets from Champion Yamaha, 708 Sepulveda (Pacific Coast Hwy), Manhattan Beach, California.

DIRT DIGGERS

DIRT DIGGERS MOTORCYCLE CLUB

MOTO CROSS

JUNE 12 — ALL NOVICE DAY

JUNE 13 — AMATEUR & EXPERTS PLUS POWDER PUFF & SIDEHACKS

AT THE GRAND OPENING OF

THE "ROUGHRIDER" MOTORCYCLE PARK

IN SIMI VALLEY — 6 MILES PAST HOPETOWN

NEW 1¼ MILE COURSE — 300 ACRES OF ROLLING HILLS & OAK TREES

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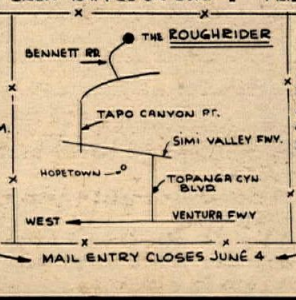
AMA SANCTIONED DIST. 37 POINT EVENT.

INTERNATIONAL RACING RADIO CREW RAFFEL ON SUN. - 1ST PRIZE - NEW MOTORCYCLE

SAT. JUNE 12
NOVICES ONLY

ALL CLASSES. PRACTICE STARTS AT 8:00 AM. SIGN UP CLOSES 8:30 AM. 1ST EVENT AT 9:00 A.M.
POST ENTRY $5.00
MAIL ENTRY $3.00 - MAIL TO -
DIRT DIGGERS M.C.
% NATE SCIACQUA
7257 BRYNHURST AVE.
LOS ANGELES, CALIF. 90043



SUN. JUNE 13
AMATEUR & EXPERTS - PLUS POWDER PUFF & SIDEHACKS
ALL CLASSES. PRACTICE STARTS AT 8:30 AM. SIGN UP CLOSES AT 9:00 AM
1ST EVENT AT 9:30 AM.
POST ENTRY $5.00
MAIL ENTRY $3.00 - MAIL TO -
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% JIM CONNOLLY
206 VIA PASQUAL
REDONDO BEACH, CALIF. 90277

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2nd Pl. — 1 Honda Minitrail
3rd Pl. — $100 Gift Certificate
Also merchandise to other class winners
Classes — 100, 125, 250, Open
Nov. — 125, 250, Open
June 13 — 395 Cycle Park
June 20 — H.B. Cycle Park
June 27 — 395 Cycle Park
July 11 — 395 Cycle Park
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under the lights

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Kinds (8-12) .50
Under 8 Free
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ACE

Motocross Schedule & up coming events

at

Indian Dunes Park

June 12 — All Junior Day
June 13 — Motocross *
June 20 — Motocross
June 26 — All Junior Day *
June 27 — Viking Series

*Mail entry this event

ACE
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'70½ AT1 MX. Many extras, clean, $450. After 5 (213) GR 9-4286 Ext. 300.

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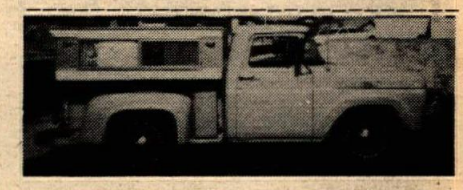

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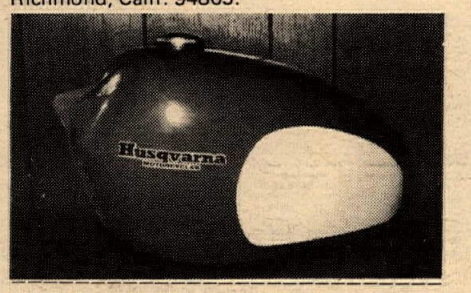

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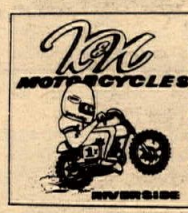
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